

Portland State University

**A partner vital to the educational health,
economic growth and social fabric of
the Portland Metropolitan Region**

and

**An investment in education and
research that pays dividends
to the Oregon taxpayer**

**Prepared by PSU Advocates
August 1996**

Paid for with private funds

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This information was prepared by PSU Advocates, supporters of higher education and Portland State University. If you have any questions or need further information, please contact PSU Advocates at 725-5072.

(Printed on recycled paper)

PORTLAND STATE: AN INVESTMENT IN OREGON'S FUTURE

The mission of Portland State University is twofold:

To offer high quality undergraduate degrees based on the liberal arts, as well as excellent professional and graduate programs especially relevant to the metropolitan area; and

To promote the development of community-university networks and collaborations to address community priorities through academic and research programs that involve community participants, as well as PSU's own faculty and students.

This mission was adopted by the Portland State University Faculty Senate and the Oregon State Board of Higher Education in the fall of 1991. It grew out of an intensive planning process that involved the entire university community, as well as representatives of various governmental, business, industrial, educational and community groups, including the Governor's Commission on Higher Education in the Portland Metropolitan Area.

Since then, PSU has implemented key elements of the plan and is gaining national recognition for its innovative, entrepreneurial approach to serving a complex metropolitan region. What has been missing is a level of state funding that would more fully meet the needs of the state's most populous area.

It is time for a change!

- o A comprehensive, interdisciplinary teaching and research university is essential for the economic health of the Portland Metropolitan Region. **Portland State is that university.**
- o The metropolitan area benefits greatly from a university that has shown leadership in developing collaborations and partnerships that not only enrich its own academic and research programs, but also address community-identified priorities. **Portland State is that university.**
- o This is not the time to diminish PSU's ability to deliver educational services. **Portland State is the primary provider of higher education in the metropolitan area.**
- o This is the time for a firm state commitment to investment in higher education in the Portland Metropolitan Region. **Funding for Portland State should be increased.**

THE URBAN UNIVERSITY – WHAT IS IT?

The urban university has its roots in the urban community. It is far removed from the “aloof ivory tower” view of higher education. Its programs are designed to reach out and connect undergraduate, graduate and professional education and research with the community itself.

The most significant potential effect of creating a community base for research and teaching is that positive impacts upon the community become a natural by-product of the research and educational efforts of the university.

The key characteristics of an urban university are:

- o A commitment to excellence that links learning to both student and community needs.
- o Access to an array of graduate and professional programs central to the needs and opportunities of the metropolitan region, such as Engineering, Public Affairs, Social Work, and Business.
- o Responsiveness to the special access needs of urban students.
- o Use of the urban region as an extended campus.
- o An emphasis on partnerships, collaborations and networks with other educational entities at all levels.
- o Collaboration with members of the metropolitan community in developing a curriculum that enhances the quality of life in the region.

Collaborations and partnerships are keystones of PSU’s philosophy of teaching and research. Service with community organizations and businesses is integrated into academic and research programs, and the University’s work in the community is focused on community-identified priorities.

JUST WHO GOES TO PSU?

- o PSU serves more Oregon residents than either UO or OSU.
- o About 84 percent of Portland State students are Oregon residents, and 90 percent of these are from Clackamas, Columbia, Marion, Multnomah, Washington, and Yamhill Counties.
- o 97 percent of recent graduates report that location was an important consideration in their decision to attend PSU.
- o 90 percent of PSU students commute to campus (many by public transit).
- o 80 percent of PSU students work full or part-time while attending school.
- o 43 percent of PSU undergrads are over the age of 25 (compared with 25 percent of all OSSHE students and 23 percent nationally).
- o 63 percent of PSU graduate students are older than 30.
- o Based on a recent survey of PSU graduates (from both undergraduate and graduate programs), 83 percent are employed in Oregon, the vast majority in the Portland Metropolitan Area.

PSU SERVES MORE STUDENTS

- o PSU serves approximately 35,000 individuals annually – more than any other institution of higher education in the state.**
- o Nearly 15,000 students who are working toward their degrees attend regular day and evening courses, on either a full or part-time basis. These include 4,200 graduate students.**
- o The University enrolls the largest number of graduate students of any state system institution.**
- o Lifetime learning is a priority at PSU. An additional 20,000 individuals attend a variety of credit and non-credit courses every year in extended studies and professional development programs.**
- o Flexible scheduling to meet the varying needs of its students is a tradition at PSU. Classes are held on weekdays from early morning to late in the evening. In addition, some regular classes, seminars, and intensive class units are held on weekends.**
- o PSU offers 33 bachelor's and 38 master's degrees in the humanities, sciences, social sciences, and the professions.**
- o PSU also offers doctoral degrees in seven areas: Education, Electrical and Computer Engineering, Environmental Sciences and Resources, Public Administration and Policy, Social Work and Social Research, Systems Science, and Urban Studies and Planning.**
- o PSU awards more than 1,700 bachelor's degrees and more than 800 graduate degrees annually.**
- o More than 70,000 persons have graduated from PSU since 1956, the first year degrees were awarded.**

PSU DELIVERS A QUALITY PRODUCT

- o Quality of PSU programs is an important reason for choosing the University. 73 percent of grads report PSU was their first choice.**
- o PSU graduates are valued in the marketplace:**
 - o The School of Engineering and Applied Science has a placement rate of nearly 100 percent. 75 percent of its grads remain in the Northwest, primarily in the Portland Metropolitan Area.**
 - o The School of Business Administration also has a placement rate of nearly 100 percent within six months of graduation.**
 - o The Graduate School of Social Work reports 95 percent of its grads are placed within three to six months.**
- o PSU students perform exceptionally well in national tests and competitions. Some examples:**
 - o PSU accounting students traditionally rank in the top ten of the national CPA exams and consistently have the highest pass rate of any Oregon school.**
 - o PSU undergrad business students placed first in a regional "New Ventures" competition in 1995, competing against such schools as UCLA and UO.**
 - o 91 percent of PSU engineering students who take the National Fundamentals of Engineering Professional Registration Exam pass, compared to the national average pass rate of 63 percent.**
 - o PSU civil engineering students won first place in the ASCE's 1996 Regional Steel Bridge Competition and fifth place nationally. (In 1994, PSU students won first place regionally and third place nationally.)**
 - o Of PSU School of Education grads taking the National Teachers Exam, about 90 percent score above the national average.**
 - o PSU students from the School of Fine and Performing Arts have earned national, regional, and international recognition with 25 awards since 1993.**
- o PSU's graduate program in Urban Studies is ranked third in the nation.**
- o PSU's Graduate School of Social Work is ranked fifth among its peers.**
- o PSU's School of Engineering and Applied Science has the only undergraduate Computer Science program in the state of Oregon that is accredited by the Computer Science Accrediting Board (CSAB)**

PSU RESPONDS TO OREGON PRIORITIES

Governor Kitzhaber and legislative leaders have challenged higher education to become partners in meeting state priorities. PSU takes this responsibility very seriously. Some examples of PSU's efforts as they relate to specific state priorities:

Providing a seamless education system:

- o PSU's Early Childhood Training Center improves the teaching skills of those working with very young children throughout Oregon. Much of the training is specifically designed for Head Start teachers in rural areas.**
- o PSU faculty are working with Portland middle school teachers and students to develop innovative educational programs in math and science.**
- o PSU's Urban Music Program provides music training to youngsters who otherwise would not receive this educational enrichment.**
- o PSU's "your place" program provides technical expertise to school districts around the state to assist them with various aspects of the state's new education reform initiative.**
- o PSU's Oregon Geographic Alliance (with the National Geographic Society) works to improve geographic education for students in grades K-12.**
- o PSU has a number of partnerships with community colleges focusing on faculty development, curriculum design, and programs enabling students to successfully transfer from a two-year college to the university.**
- o PSU is the hub for PORTALS, an innovative electronic library network that connects public and privately funded libraries in the metro area and provides its members with access to national and international data bases.**

Helping Vulnerable Populations:

- o To meet the state's growing demand for professional social workers, PSU's School of Social Work is developing a statewide MSW program that, using technology, will bring graduate level education to social service employees and others in rural areas who are unable to attend PSU.**
- o PSU's Child Welfare Project, a research and training partnership with the state of Oregon, is aimed at improving welfare services to abused and neglected children and their families throughout Oregon.**
- o The Institute on Aging at PSU works with many public and private agencies around the state, conducting research and providing technical assistance and short-term training.**
- o PSU's Audiology Clinic is a community service/technical assistance program that offers hearing tests and services to children, the elderly and low-income clients.**

PSU RESPONDS TO OREGON PRIORITIES (continued)

- o PSU, together with OHSU and OSU, is a partner in the Oregon Health Policy Institute that conducts important research on issues related to health care and health policy.

Encouraging business and work force development:

- o Through OCATE (Oregon Center for Advanced Technology Education), OJGSE (Oregon Joint Graduate Schools of Engineering), and the Lintner Center, PSU partners with OGI, OSU and UO in providing programs that directly relate to the high tech industry's work force and training needs.
- o PSU's Northeast and Southeast Small Business Outreach Centers help emerging small businesses with market research, business plans, accounting, inventory control, training, and human resource management. (Plans are now being developed to open an additional center in Washington County.)
- o PSU's Food Industry Management Program, a collaboration with about 90 companies involved in all aspects of the food industry, provides instructional programs to mid-level managers through top executives. An applied research component will also help companies resolve business problems.
- o Through the Joint Professional Schools of Business, PSU, together with other OSSHE institutions, has increased delivery of international business and executive management programs to meet needs in the Portland area.
- o PSU's Center for Software Quality Research provides high quality software testing for small companies and trains students in that area of software development.

The above is just a sampling of PSU partnerships and collaborations within the state's priorities. The University has also developed a variety of programs and initiatives that address other priorities, including: Connecting urban and rural Oregon; protecting Oregon's environment; planning and sustaining livable communities; and reducing crime in our communities. Unfortunately, due to space limitations, we cannot begin to list all the projects in these categories.

The point is that PSU's mission is directly relevant to improving the quality of life in Oregon communities, investing in its people, and stimulating its economy. It differs from most other institutions of higher education in that its commitment to community is integrated into its curriculum as well as supported by faculty research. It has also developed many programs that are unique in the state. As a result, the reach of PSU's academic programs extends from local Portland neighborhoods to the entire state.

(For more detailed and complete information about PSU programs that respond to Oregon priorities, please contact the PSU Advocates (725-5072).

PSU DELIVERS MORE VALUE PER TAX DOLLAR INVESTED

- o PSU faculty, on average, teach the highest number of course credit hours per term of any school in the state system – 16.2 credit hours compared with 9.1 hours at UO, 11.8 hours at OSU, and 12.2 hours overall.**

It should be noted that each credit hour involves additional time for research, writing, class preparation, grading assignments, student advising, etc.

- o PSU confers more degrees per instructional faculty member than any other OSSHE school.**
- o Since 1990, PSU faculty have doubled the amount of grant and contract funding brought into the University.**
- o Reductions in administrative personnel since 1990 resulted in cost savings of \$3.5 million, according to a 1994 report by the firm of KPMG Peat Marwick.**
- o PSU operates with support staff that is half the size of those at either UO or OSU (1989 OSSHE figures—latest available) – although it serves many more individuals than either school.**
- o PSU has joined with Oregon Health Sciences University to consolidate such services as printing, warehousing and purchasing, resulting in both efficiencies and cost savings.**
- o PSU now uses outside vendors for such services as custodial and food services – resulting in improved service and real dollar savings.**

PSU LEADS IN INNOVATION AND REFORM

Portland State has been involved in a serious restructuring effort – both academically and administratively – since 1990. Just two examples:

- o In response to concerns nationally that traditional general education programs are not serving today's college students well, PSU has developed an interdisciplinary, team-oriented approach to the core curriculum for all under-graduates, regardless of major.**
 - o Now in its third year of phase-in, the new curriculum emphasizes oral and written communications, thinking rather than memorization, team-based learning, and use of the latest technologies. The result has been positive feedback from both faculty and students, and increased retention of first-time, full time freshmen.**
 - o The new curriculum has drawn national attention. More than 160 institutions have sought PSU's advice about curriculum reform, including USC, Temple University and Texas A&M.**
- o Though short of funds, PSU has made a commitment to greater use of technology in administrative and management systems, both improving efficiency and speeding up necessary processes. It encourages use of electronic mail for both on and off-campus communication, reducing the burden on campus mail and increasing the speed of communication.**

The University has also placed a high priority on providing students with access to high technology equipment – upgrading and increasing the number of general access computer labs and improving an instructional technology center. Students may now dial into campus from home or office to work on specialized programs, communicate with faculty, and access the Internet.

These and many other reforms have put the spotlight on PSU and the University has received national recognition for its efforts.

- o In 1996, the Kellogg Foundation awarded \$1 million to Portland State, one of four universities in the nation to be so honored, for its leadership in bringing about comprehensive, meaningful reforms in higher education.**
- o PSU is also one of three finalists for a similar award from the Pew Charitable Trusts.**
- o In 1994, the National Association of College and University Business Officers presented PSU with a national award for innovative management. The award is the equivalent of the Malcolm Baldrige Award in industry.**

What do these leaders have in common?



John Hakanson, Ph.D.
President Emeritus
Clackamas Community College



Jerry Parsons
Executive Vice President
Chief Financial Officer
Willamette Industries



Avel Gordly
Community Activist
State Representative



Charles Moose, Ph.D.
Chief of Police
City of Portland



Jory Abrams
Regional Transportation
Operations Manager
CH2M Hill

*All received 1996
Outstanding Alumni Awards
at Portland State University*

PSU Alumni Association

PORTLAND STATE
UNIVERSITY

Paid for with private funds by the PSU Alumni Association.

What do these business leaders have in common?



Sho Dozono
President and CEO
AZUMANO / Carlson



Richard Huson
Co-Founder
The Crabbe Huson Group, Inc.



Judith Rice
Executive Vice President
and Manager,
Human Resources Group
U.S. Bank



James Aalberg
Vice President, Treasurer
Fred Meyer



Peter Stott
President
Crown Pacific

*All are alumni of
Portland State University*

PSU Alumni Association

PORTLAND STATE
UNIVERSITY

Paid for with private funds by the PSU Alumni Association.

What do these community leaders have in common?



Steve Amen
Host / Executive Producer
"Oregon Field Guide"
Oregon Public Broadcasting



The Rev. Alcena Boozer
Principal
Jefferson High School



Chet Orloff
Executive Director
Oregon Historical Society



The Hon. Betty Roberts
Retired Justice
Oregon Supreme Court



Mike Schrunk
District Attorney
Multnomah County

*All are alumni of
Portland State University*

PSU Alumni Association

PORTLAND STATE
UNIVERSITY

Paid for with private funds by the PSU Alumni Association.

What do these business leaders have in common?



Jim Aalberg
Vice President, Treasurer
Fred Meyer



Gerry Cameron
Chairman & CEO
U.S. Bancorp



Judith Hofer
President & CEO
Filene's
(a division of The May Co.)
Boston, Massachusetts



Doug Shafer
Vice President, Treasurer
Tektronix, Inc.



Norm Winningstad
Chairman
ThrustMaster, Inc.

*All are alumni of
Portland State University*

PSU Alumni Association

PORTLAND STATE
UNIVERSITY

Chairperson Kvistad and Members of the Metro Council:

My name is Joan Johnson.

I am Chair of Portland State Advocates, an alliance of more than 600 PSU friends and alumni who are supporters of higher education and of Portland State.

I am here today because we are greatly concerned about a proposal to turn over PSU's Engineering School and part of its graduate business program to Oregon State and the U of O respectively.

This proposal undermines the University's ability to serve the Metro Area by removing programs that are essential to this region.

It undermines the University's efforts to attract grants and private funding.

It undermines the economic health of the region by diminishing a strong university presence. If carried out, we could no longer point to a major university in the metro area – instead we will be left with bits and pieces of several schools offering different programs.

And this proposal flies in the face of common sense. Will programs directed from Corvallis or Eugene better meet the needs of the metropolitan area? We think not.

The issue is not the QUALITY of Portland State graduates. In fact, Portland State is gaining national recognition both as a model urban university and for the quality of its programs. For example, just a few months ago it was one of just four universities to receive a one million dollar award from the Kellogg Foundation in recognition of its leadership in higher education reform.

No, the issue is QUANTITY. Without question -- there is a need for more graduates in engineering, computer science and business in the Portland area. In Washington County, where I live, we are particularly aware of that need.

But name changes and PSU take-overs are not the solution. What is needed are more resources for higher education in the tri-county area.

Did you know, for example, that PSU's Engineering School receives only about one-third the funding of OSU's Engineering School?

Or that overall, Portland State gets only about half the funding that either OSU or the U of O receive? Yet PSU serves more students annually than any other school in the state system --more than 35,000 individuals.

In 1990, the Governor's Commission on Higher Education urged that Portland State be fully developed as the university to serve the needs of greater Portland. The time to do that is long past due.

Therefore, I ask that you pass the resolution before you, urging the State Board of Higher Education to make significant investments in Portland State to enable it to better serve the needs of the metropolitan region and the state.

Thank you.



NAIOP GROWTH MANAGEMENT FRAMEWORK
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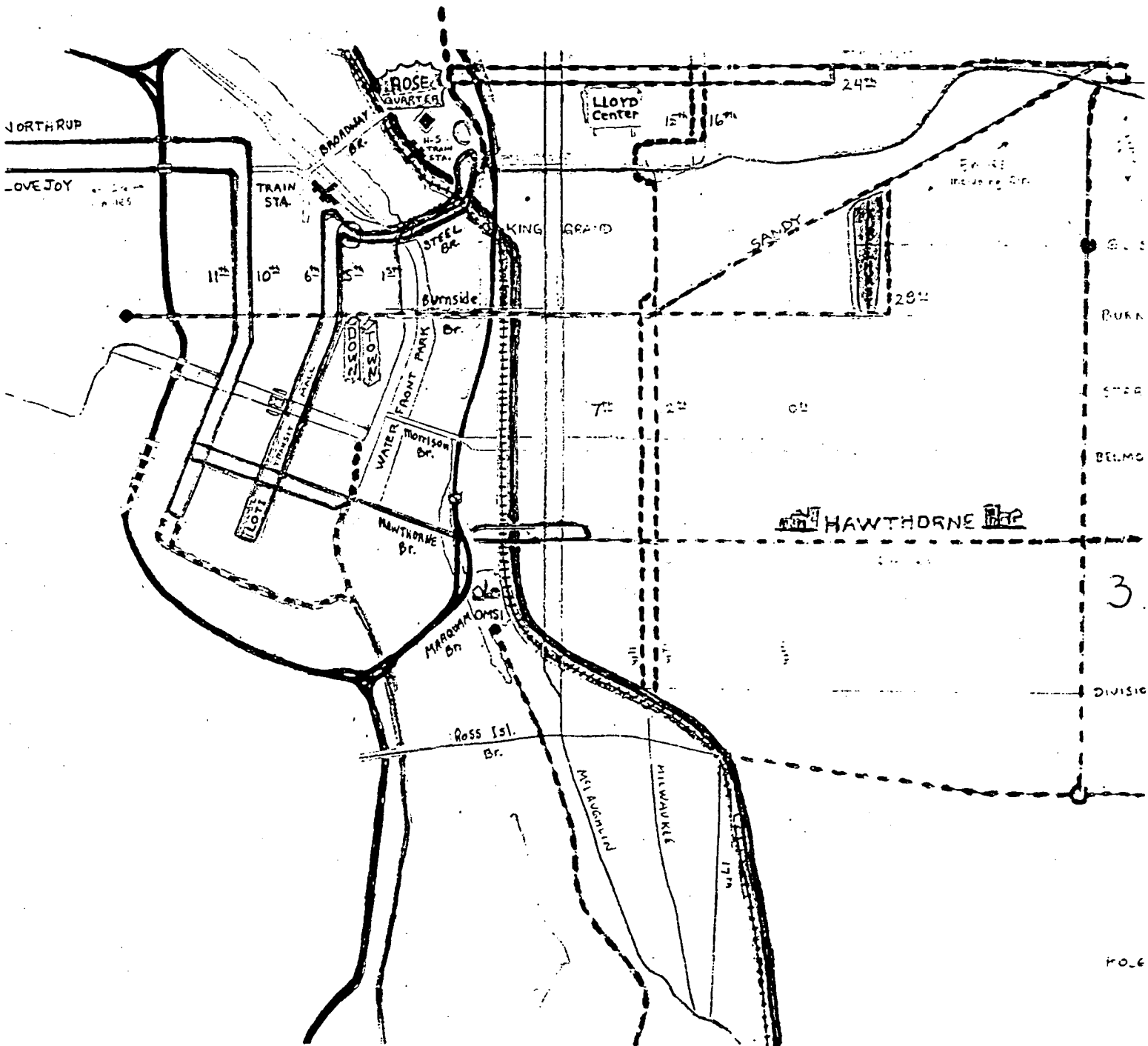
"L O T I"

(Loop-Oriented Transit-mall, Intermodal)

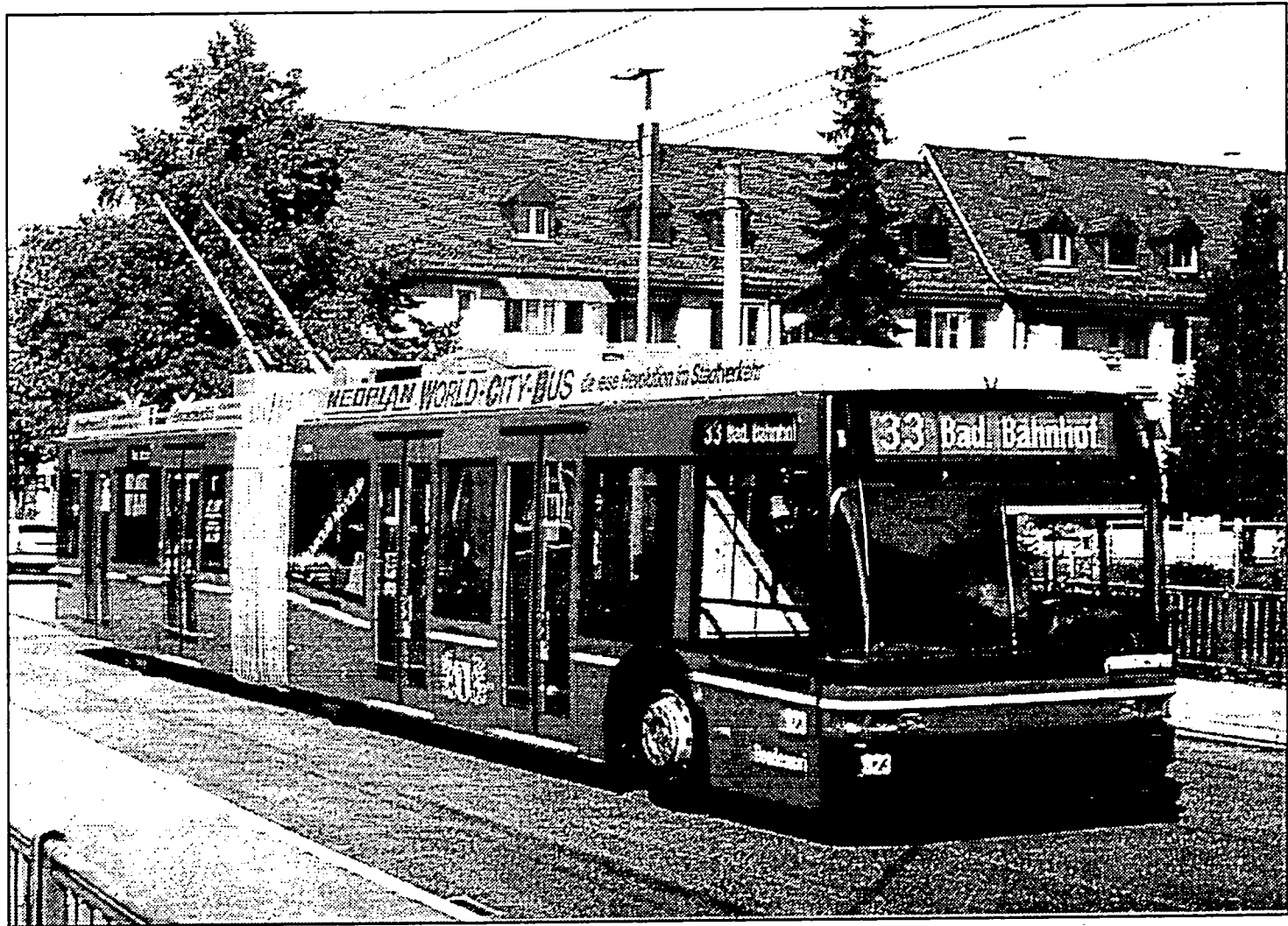
1. Consider a Trolley-bus "circulator" for Portlands' Transit mall running between a suitable street on the southern end, directly to Union Station & across the Steel Bridge to the Rose Quarter.
2. These electrical buses cooperate better with diesel buses so current lines would not need to be displaced off the mall to other proposed streets downtown.
3. Reconfigured bus transfer points at suitable cross streets accommodating some routes which thus may not be needed to run down the Mall.
- 4: L O T I vehicles, similar to Seattles' standard and articulated Trolley-buses, roll on tires avoiding the expensive demolition and track-laying process.
5. A constantly running "dual cornerstop" pickup process: meaning every other L O T I vehicle would stop at a corner on every block. This would create conveniently regular transfers on the Mall.
6. A conveniently often transfer vehicle operating from the Rose Quarter is important for that transfer district as it acts as a hub for future transit needs.

In this way we create less noise & air pollution on the Mall by reducing, not displacing the number of diesel buses there. It accommodates "trans-Mall" users more efficiently than lightrail and decreases the transfer wait time at Rose Quarter. It has greater expandability to include other modes of transportation when the Eastbank corridor is added as a regional consideration. LOTI corrects a major failing of the Tri-Met system: It is the delay waiting for a transfer which transit users object to, not simply transferring. LOTI accomplishes this end most effectively.





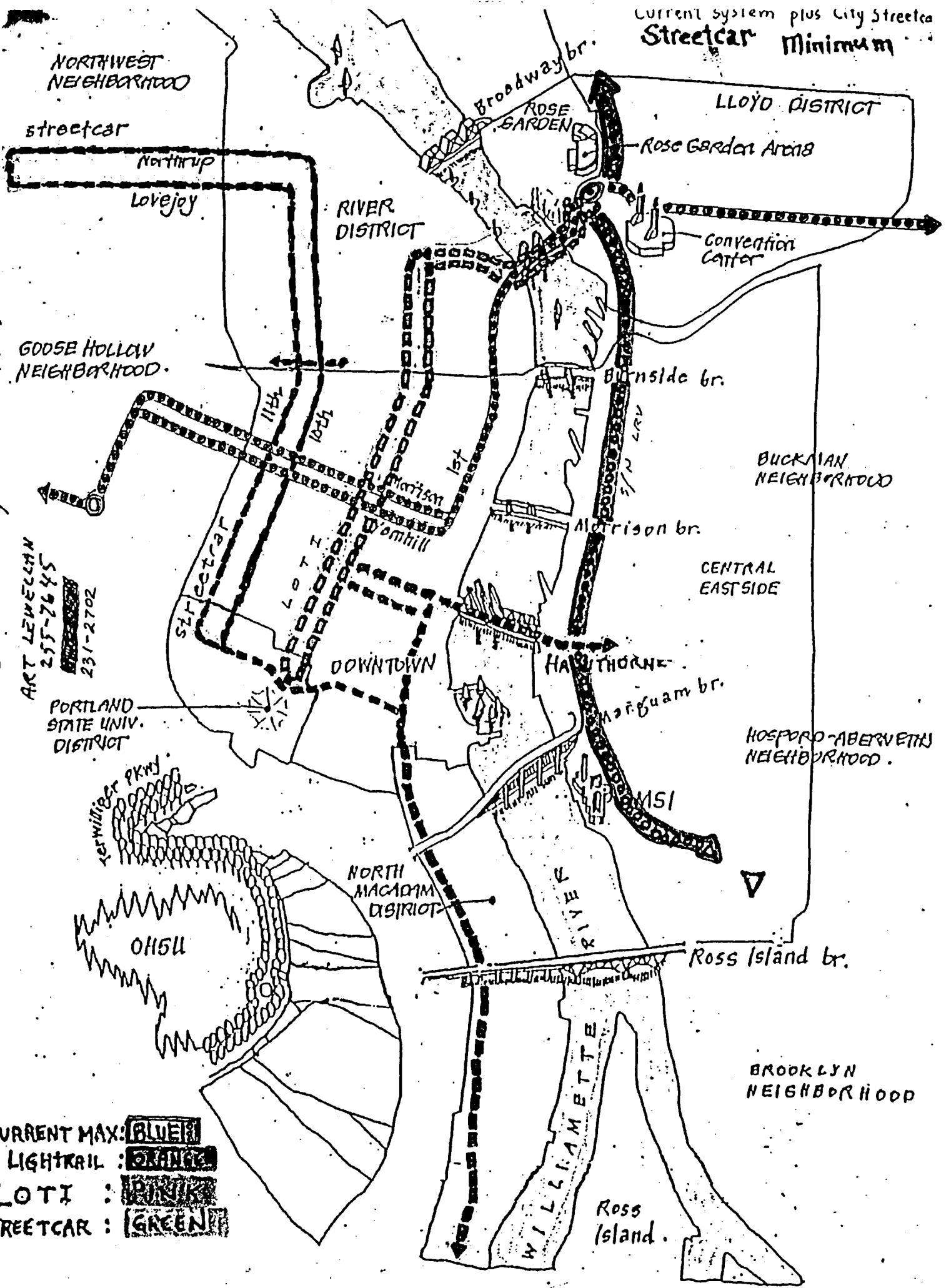
maneuvering room. Type 1 users might mind that, since their trips are short, having enough open space to board and alight easily and quickly outweighs the loss of a small amount of seating. Also, the need to accommodate disabled riders will have an impact on the number of seats possible and how they are arranged.



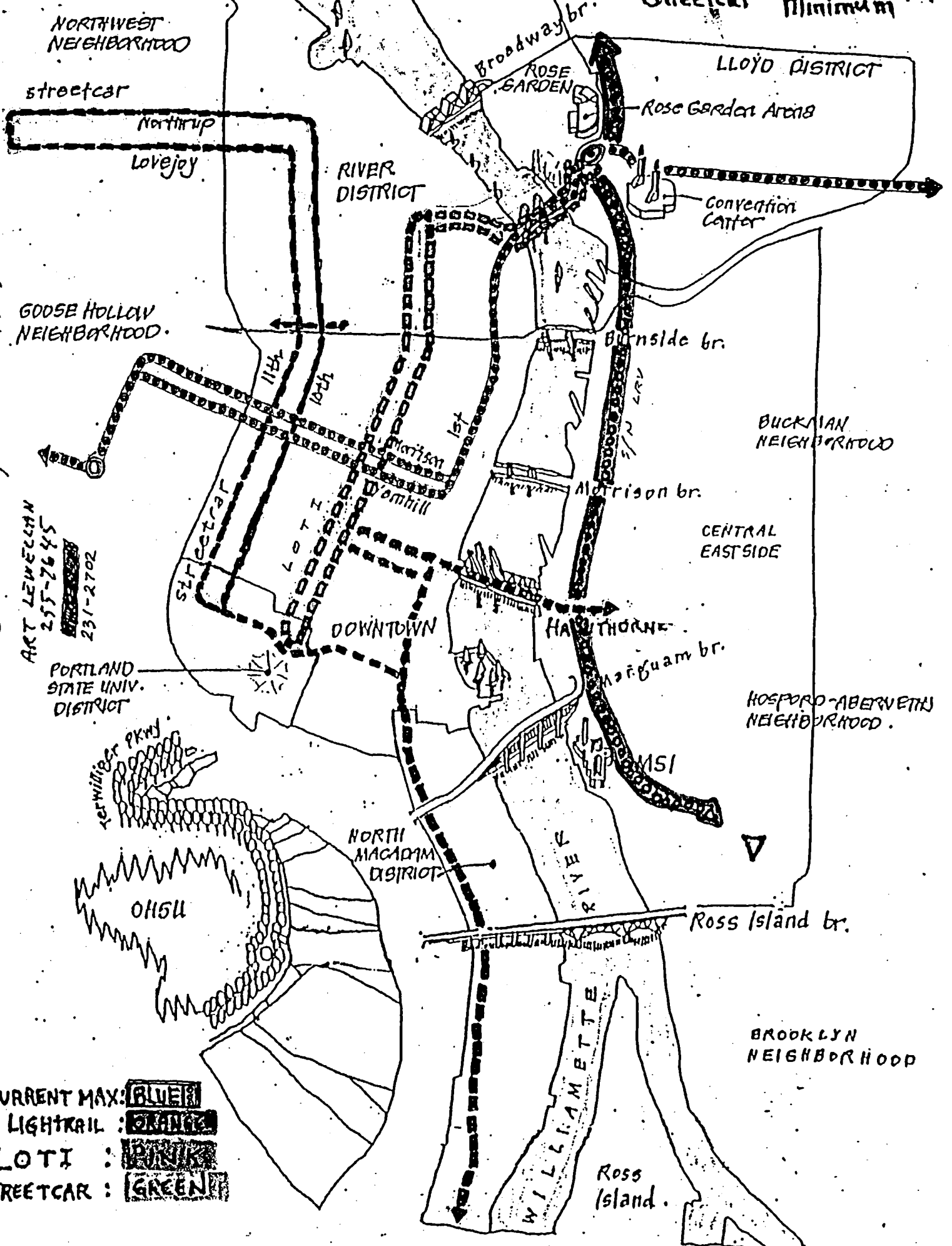
FastLink service could make use of innovative vehicle technologies such as this modern electric coach. (Photo D. Madörin; Leutwiler Verlag, Zürich.)

Parcel Racks - An impediment for some to use public transit is the lack of adequate space for parcels on urban transit buses. Everyone has the need to carry parcels, and there should be some way to accommo-

Current system plus City Streetcar
Streetcar Minimum

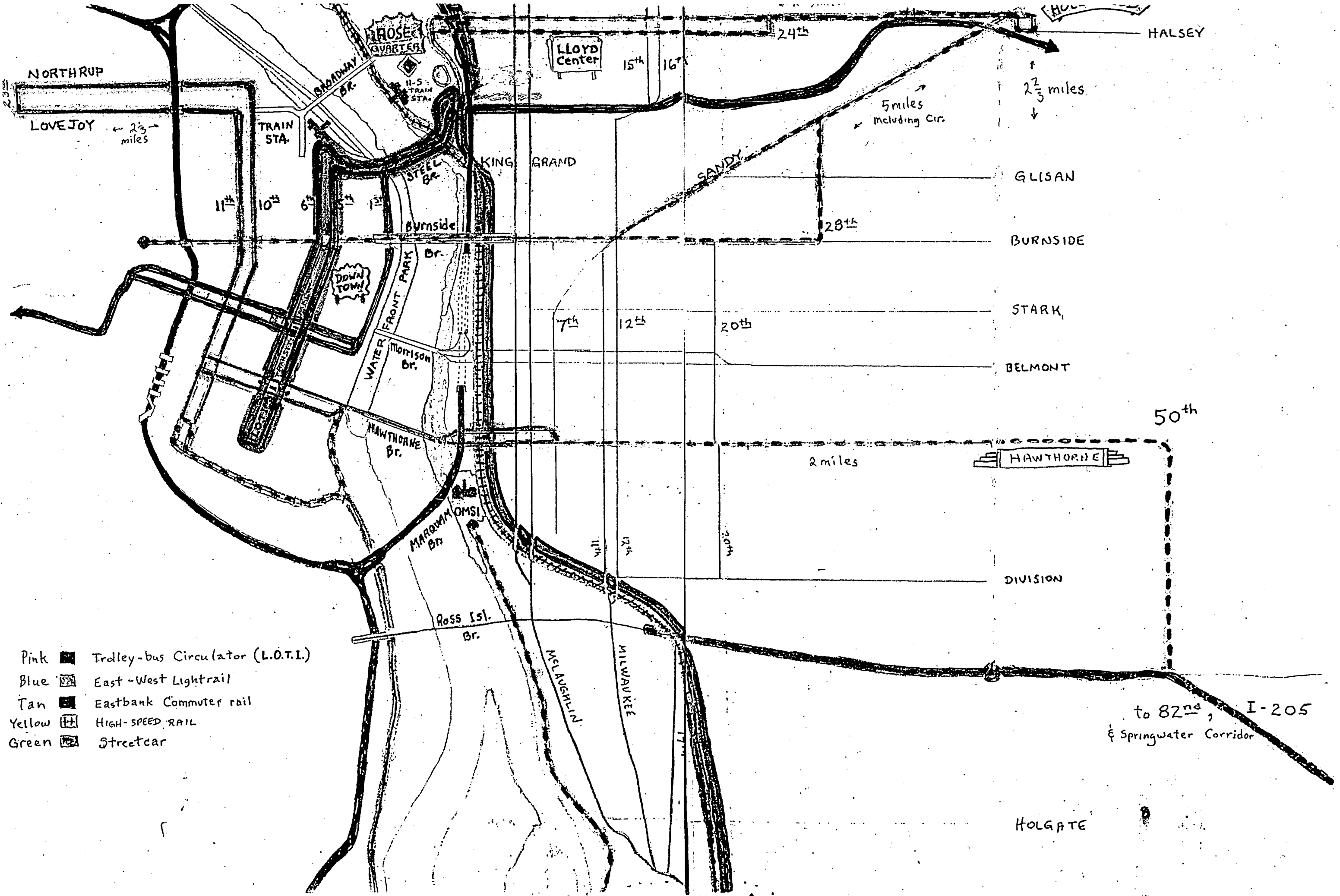


Current system plus City Streetcar
Streetcar Minimum



CURRENT MAX: **BLUE**
 LIGHTRAIL: **ORANGE**
 LOTI: **PINK**
 STREETCAR: **GREEN**

ART LEWELAN
 255-2645
 231-2702



090596-02

Executive Officer
Recommendations -
Urban Reserves

Background Data

Exhibit "A"

September 1996

Growth Management Services
Department

Metro

Metro is the directly elected regional government that serves the approximately 1.2 million residents in the urban portions of Clackamas, Multnomah and Washington counties as well as those in the 24 cities of the region including: Beaverton, Cornelius, Durham, Fairview, Forest Grove, Gladstone, Gresham, Happy Valley, Hillsboro, Johnson City, King City, Lake Oswego, Maywood Park, Milwaukie, Oregon City, Portland, River Grove, Sherwood, Tigard, Troutdale, Tualatin, West Linn, Wilsonville and Wood Village.

Metro is responsible for the regional aspects of transportation, land use planning and the Metro urban growth boundary; regional parks and greenspaces; solid waste management; operation of the Metro Washington Park Zoo; and technical services to local governments in the region. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.

Metro is authorized by Chapter 268 of the Oregon Revised Statutes and has operated as a regional government with directly elected Metro Councilors and Executive Officer since 1978. With the adoption of the Metro Charter by a vote of the citizens of the region in November, 1992, additional responsibilities were mandated to Metro. Metro is governed by a seven-member council, an executive officer and auditor. Councilors are elected from districts, and the executive officer and auditor are elected region wide.

Executive Officer

Mike Burton

Auditor

Alexis Dow

Metro Councilors

District 3	Jon Kvistad, Presiding Officer
District 4	Susan McLain, Deputy Presiding Officer
District 1	Ruth McFarland
District 2	Don Morissette
District 5	Ed Washington
District 6	Rod Monroe
District 7	Patricia McCaig

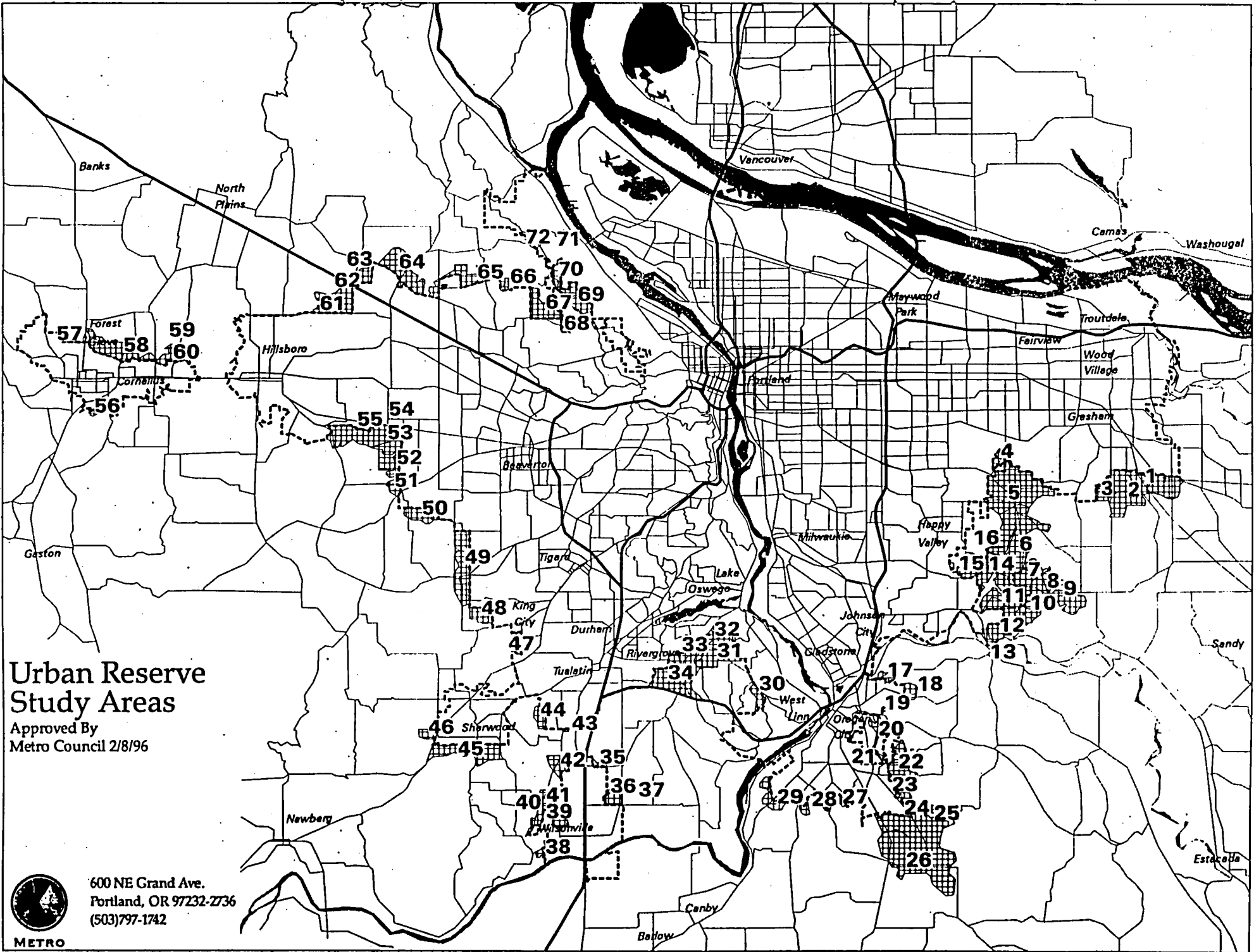
Growth Management Department

John Fregonese, Director

Executive Officer Recommendations - Urban Reserves: Background Data

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Urban Reserve Study Areas

Approved By
Metro Council 2/8/96



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METRO

Summary

The Land Conservation and Development Commission, State of Oregon, mandated that Metro designate urban reserves adjacent to the Metro urban growth boundary as a means of managing long-term growth of the region. (A copy of the state's 1992 urban reserve rule is included in the appendix.) Once the Metro Council designates urban reserves, clear policy about where the Metro urban growth boundary is likely to expand - or not expand - in the foreseeable future will be determined. Urban reserve designation will allow private land owners and public facility operators to gauge what the future land use is likely to be.

On February 8, 1996, the Metro Council approved Resolution 95-2244, which designates urban reserve study areas comprising about 23,000 acres of land around the current Metro urban growth boundary. (See the attached map or the appendix for more detailed maps of each site.) The adoption of this resolution directed staff to study these areas, but the Metro Council deferred a land use decision until sufficient data and an opportunity for all interested persons to give testimony were provided.

The *Executive Officer Recommendations - Background Data* is a compilation of data pertaining to the 23,000 acres designated for study. It will be considered by the public, the Metro Policy Advisory Committee (MPAC), the Metro Executive Officer, the Growth Management Committee and the Metro Council. This report does not include recommendations. Recommendations will first be made in a separate document concluded by the Executive Officer. These recommendations will be considered by MPAC, the Growth Management Committee and then by the Metro Council, who will make the final decision. A computerized spreadsheet and mapping application, known as "URSA-Matic," has been developed as a tool to analyze report data and to provide the opportunity for assigning weights to the most important criteria. It is the method that will be used to establish the Executive Officer's recommendation and to demonstrate the results of changes that may be requested by MPAC, the Growth Management Committee or the Metro Council.

This report contains the following:

- ❖ a set of data about the relative suitability or unsuitability of lands within the study boundaries as urban reserves;
- ❖ an explanation of the methods used to gather the data;
- ❖ maps of each study area;
- ❖ a description of the process to be used to make the decision about the urban reserves;
- ❖ descriptions of the physical characteristics of the study areas;
- ❖ compilations of the public comments including written testimony, summaries of open houses and comments recorded on the Metro Growth Management Hotline.

Purpose

Urban Reserves are intended as a management tool for better managing urban growth boundaries. The state urban reserve rule requires that urban reserve areas be identified for the metropolitan area for eventual inclusion in the urban growth boundary, and once identified, such areas are to be protected from patterns of development that would impede urbanization.

Metro has the responsibility for managing, consistent with state law, the urban growth boundary around the metropolitan area. Currently, this boundary contains 232,667 acres, within which are 24 cities (Beaverton, Cornelius, Durham, Fairview, Forest Grove, Gladstone, Gresham, Happy Valley, Hillsboro, Johnson City, King City, Lake Oswego, Maywood Park, Milwaukie, Oregon City, Portland, River Grove, Sherwood, Tigard, Troutdale, Tualatin, West Linn, Wilsonville and Wood Village) and the urban metropolitan portions of Clackamas, Multnomah and Washington counties. On a periodic basis (about every five years), Metro analyzes the capacity for growth within the Metro urban growth boundary and the expected need for the next 20 years. Either by increasing densities or expanding the urban growth boundary, Metro is required to demonstrate that there is sufficient capacity for the next 20 years. This process is then repeated about every five years.

By designating urban reserves, the directly elected Metro Council will set policy about where the current urban growth boundary will be expanded as needed. Currently, there is no Metro policy about where the urban growth boundary will move if needed and, accordingly, most every property adjacent to the boundary could be considered a likely candidate. However, some parcels are more suitable for urban development and some are less so. Local interest or concern about expansion may also differ from property to property and area to area. Designating urban reserves will clarify which lands will be eventually included into the urban growth boundary in the foreseeable future. This will make investments in public infrastructure (sewer, water, streets, schools, etc.) easier to plan and less costly and will allow the private sector to plan investments and development with less risk. Urban reserves may also provide an opportunity to demonstrate better urban development patterns by building more livable communities and conserving natural resources to ensure a continuing connection with the natural landscape.

The Metro Council, after conducting public hearings and considering recommendations from the Executive Officer and MPAC, took the first step in addressing urban reserves by adopting Metro Resolution number 95-2244, passed on February 8, 1996, which designates urban reserve study areas.

Process

The process for designating urban reserves in the Metro area involves several steps and groups and committees. While an exact time line outlining each meeting and action is not likely to remain accurate through the life of the process, it is possible to summarize the steps that will be taken and the order in which they will occur. By checking with the Growth Management Services Department, updates can be obtained to keep interested persons informed.

The *Background Data*, along with Executive Officer recommendations, will be forwarded to the Metro Council, the Growth Management Committee and to the Metro Policy Advisory Committee (MPAC). The Growth Management Committee is a subcommittee of the full Metro Council (Councilor McLain chairs the committee and counselors McCaig and Morissette are voting members of the committee). MPAC is comprised of elected officials from the cities, counties and special districts of the region, a representative from Tri-Met, as well as three citizens and nonvoting members, including a Metro Councilor and a state representative. The Growth Management Committee and MPAC will consider the data and Executive Officer recommendations on parallel time tracks. The Growth Management Committee will hold a public hearing to hear public comments and concerns. Recommendations from MPAC and the Growth Management committees will be forwarded to the full Metro Council. The Metro Council will then hold a public hearing to hear testimony. After consideration of public testimony and any additional information provided from staff, the Metro Council will render a decision.

Data and Methods

The analysis described in this section addresses the criteria set out in the state urban reserve rule and is meant to assist the Metro Council in its land use decision for delineating urban reserves. According to the state rule, "the Metropolitan Service District for the Portland Metropolitan area urban growth boundary, shall first study lands adjacent to the urban growth boundary for suitability for inclusion within urban reserve areas as measured by factors 3 through 7 of Goal 14 and by the requirements of OAR 660-04-010. Local governments shall then designate for inclusion within urban reserve areas those suitable lands which satisfy the priorities in subsection (3) of this Section." (In the metropolitan region, "local governments" means Metro.)

Factors 3 through 7 are:

- (3) Orderly and economic provision for public facilities and services;
- (4) Maximum efficiency of land uses within and on the fringe of the existing urban area;
- (5) Environmental, energy, economic and social consequences;
- (6) Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and
- (7) Compatibility of the proposed urban uses with nearby agricultural activities.

Subsection 3 is the "hierarchy" that assigns first priority for urban reserve designation as exception areas or nonresource land. (It also states that "first priority may include resource land that is completely surrounded by exception areas unless they are high value crop areas...or prime or unique agricultural soils...".) Second priority is marginal lands, third priority is secondary lands and fourth priority is agriculture or forestry lands. Exceptions to this hierarchy can be made if: "specific types of identified land needs cannot be reasonably accommodated on higher priority lands; or future urban services could not reasonably be provided to the higher priority area due to topographical or other physical constraints; or maximum efficiency of land uses within a proposed urban reserve area requires inclusion of lower priority lands in order to include or to provide services to higher priority lands."

The analyses that follows was accomplished using Metro's Regional Land Information System (RLIS) - a computer database with geographic display and analysis capabilities. RLIS data was analyzed using Arc-Info GRID software, a tool that divides land within the region into 52 square foot cells, or grids, to achieve a common unit of measurement. This method allows much more rapid calculations on a consistent basis.

Urban reserve study areas were measured against a set of criteria that is based on the factors listed above. Each site was evaluated for its suitability as an urban reserve relative to all other sites. Rating were calculated for each study area to derive the raw score. Statistical analysis was applied to establish a rating for each site from between 0 and 10. That is, a distribution of values for any one criteria was calculated to determine the standard deviation or amount of difference from the mean value. Sites with ratings very much higher or lower were identified by this method

relative to all other sites. The scores were then tabulated and rebased to a 0-10 index value. This was done so that for each criterion, no implicit or hidden weighting was applied. For example, one evaluation measure might have resulted in raw scores between -15 and 55, while another evaluation measure might have values between 1 and 150. Merely adding raw scores would result in one criterion being implicitly weighed more heavily than another. By statistically rating "on the curve," no criterion is weighed greater than any other. The "Ursa-matic," a computer program that is not a part of this report, will be used by the Executive Officer and may be used by the Growth Management Committee and the Metro Council to weigh some criteria more than others if they so choose.

All criteria have a maximum value of 10 and a minimum value of 0. In all cases, the higher the index number, the more suitable a site is for urban development for that factor. Conversely, the lower the index rating, the less suitable a site is for urban development.

A more detailed explanation of methodology is presented below for each type of analysis and is shown in order as it relates to factors 3 through 7.

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

Four types of analyses were performed to address this factor:

the utility feasibility study examines the relative cost of urban water, sewer and stormwater facilities;

the road network analysis looks at the current network of local and regional roads and compares it to future needs;

the traffic congestion analysis considers likely improvements to the road system and then rates the resulting road system and its congestion for each site;

and the school analysis determines the distance to existing public schools and vacant, school-owned land.

❖ Utility Feasibility

The methodology used to calculate relative cost of these services is described in detail in *Utility Feasibility Analysis for Metro 2040 Urban Reserve Study Areas (June, 1996)*, completed by KCM Consultants. It determines the feasibility and cost of extending three types of basic urban services to the urban reserve study areas: water, sanitary sewers and stormwater drainage. The best description of the methodology and results is in the report available from the Growth Management department. What follows here is a much abbreviated summary.

The KCM report recognizes that the most accurate way to establish the differences between sites would be to complete a master plan for each utility and then cost each component. However, this method is extremely costly, with such master plans easily costing several hundred thousand dollars

to address the number of acres and the different watersheds and systems that the urban reserve study areas encompass. Not only was this well outside the budget constraints for the *Urban Reserve Report*, it could also be a wasted effort if a site had such analysis, but was rejected as an urban reserve. Consequently, the KCM report, after review by the local sewer, water and stormwater providers, analyzes each site, estimates the type of major facility improvements needed and compares the relative cost to extend urban level services to the study areas at build-out conditions based on projected development scenarios of the 2040 Growth Concept. Copies of the report are available at Metro for review. The index rating, which appears in the matrix, is based on the cost of providing these services. The higher the rating index, the lower the cost of providing services; the lower the rating index, the higher the service cost. (Remember that the higher the urban reserve rating, the more suitable a site is judged to be as an urban reserve.)

❖ Road Network

Development of urban reserves will require investment in infrastructure for additional arterial and local roads. Arterials provide a high level of mobility for travel within the region and between centers and neighborhoods. Local streets serve local trips, provide access to the arterial system and provide direct access to land uses along them. The percentage of each urban reserve study area dedicated to roadways was calculated and then compared to anticipated roadway needs to determine the amount of future road network already met by the existing network.

Roadway needs were estimated based on the assertion of urban street connectivity as described generally in the Metro 2040 Growth Concept, which recommends 8 to 20 local street connections per mile. This analysis used the midpoint of that range, assuming 14 north/south and 14 east/west local streets per mile. The analysis also assumed arterial street spacing of one north/south and one east/west arterial per mile. Based on these assumptions, roads make up an average of 20 percent of an urbanized area (16 percent local streets and 4 percent arterials). Therefore, for each square mile of urbanized area, approximately 28 linear street miles (costing approximately \$50 million to complete) will be needed.

The ratio of existing roadways to needed roadways in each urban reserve study area was calculated and ranged from zero to about 90 percent completion. Statistical analysis was applied to these ratios to arrive at the rating index. The higher the rating index, the better the existing road network meets anticipated future needs. For example, study area 13 has about 90 percent of the road miles needed for urbanization and therefore was rated a "10."

❖ Traffic Congestion

The 72 urban reserve study areas were divided into 16 geographic groups (these groups were the same as those used in the *Draft Utility Feasibility Analysis for Metro 2040 Urban Reserve Study Areas* completed by KCM). The commute corridors, which potential residents of the study area groups would be likely to use, were then identified. These corridors include highways and arterial streets and were determined by analyzing current travel trends. Metro forecasted travel demand on the regional transportation system for the Year 2015. This system includes the existing system and the set of transportation improvements that are included in the financially constrained element

of the Regional Transportation Plan (RTP). That is, not all needed facilities were assumed to be constructed, only those with sufficient needs consistent with road dollars likely to be available (as described in detail in the RTP) were assumed to be built. Using the 2015 travel forecasts, an average peak hour volume-to-capacity (v/c) ratio (a common measure of traffic congestion) was identified for the commute corridors leading into the study area groups. The average v/c ratios for the study area groups ranged from 0.5 (excess road capacity exists) to 1.1 (very congested). Study areas with low v/c ratios received a high index rating. These v/c ratios reflect the transportation system that can be funded with the region's current funding sources.

Other improvements to the transportation system could also improve traffic conditions in some areas. Additional transportation projects have been identified in the RTP but have no funding source. Some of these improvements would reduce (and in some cases, substantially reduce) traffic congestion on the commute corridors into some of the urban reserve study areas. If funded, the three Access Oregon Highway (AOH) corridor projects, Mt. Hood Parkway, Sunrise Corridor and Tualatin-Sherwood Expressway, along with other planned but unfunded projects, would reduce traffic congestion in the following areas: SE Gresham (URSA 1-3), Damascus (6-13), East Clackamas (14-16), West Linn (30), Wilsonville (35-42), and Tualatin/Sherwood (43-46).

In some cases, growth in urban reserve study areas would increase traffic congestion on roadways where improvements are not planned. This is the case in the northwest fringe study areas (65-68) and along Skyline (69-72) where growth would increase traffic on Burnside Street and Cornell Road through the West Hills, which do not have planned improvements to accommodate this level of traffic growth. The congestion levels were adjusted for these study areas to reflect this constraint.

❖ Schools

A growing population will certainly add pressure to the public school system. Although the analysis done here does not address the capacity of existing school facilities, it does look at the accessibility that each urban reserve study area has to any public schools in the area. The analysis also recognizes proximity to vacant, public school-owned land, available for building new schools.

The urban reserve study areas were evaluated and scored by calculating the walking distance to schools and vacant, school-owned land. Zero to six points were assigned to the urban reserve study area depending on incremental walking distance to schools and vacant, school-owned land as follows: up to three-quarters of a mile for elementary schools, up to one and a half miles for middle schools, and up to three miles for high schools and vacant, school-owned property. For example, a site within three-quarters of a mile walking distance to an elementary school would receive one point, whereas a site within an eighth of a mile would receive six points. The points for each urban reserve study area were averaged and indexed through statistical analysis. As with all other ratings, the higher the index rating, the better suited the area is for urbanization.

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

❖ Efficiency Factor

Factor 4 was addressed by estimating the area within each urban reserve study area that is efficient for urban development or free of development limitations. Development limitations occur when a parcel is land locked or partially vacant, or when small parcels or steep slopes inhibit development. Varying discounts were applied to the urban reserve study areas after environmentally constrained lands (e.g., slopes over 25%, floodplains, wetlands, etc.- see description of environmentally constrained lands below) were removed.

- Slopes: 1% to 7% - no discount; 8% to 14% - 10% discount; 15% to 24% - 20% discount
- Land locked and partially vacant (discounts apply to parcels that have size limitation, those less than five acres): 10% discount
- Size: 1 to 2 acres - 10% discount; 2 to 5 acres - 5% discount

The percentage of land considered efficient for urban development was calculated and from there index ratings were derived. A high index implies that the area is efficient for urban development, whereas a low index indicates development limitations exist.

❖ Buildable Land

Each study area was evaluated to determine the number of acres considered suitable for development. Buildable land includes resource lands, but excludes steep slopes, wetlands, floodplains and other environmental constraints. The efficiency factor, described above, was also applied to discount for land locked parcels, partially vacant parcels, and small parcels ranging from one to five acres. In addition, a gross-to-net reduction of 25% was applied to each study area to account for future streets, schools, local parks, regional parks, churches, fraternal organizations and other publicly owned land. The percentage of buildable land for each parcel was calculated and that percentage was then used to determine the rating index. The higher the rating index, the greater the percentage of land considered developable.

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

❖ Environmental Constraints

This analysis estimates the environmentally constrained land in each study area. Environmentally constrained land includes steep slopes, floodplains, flood prone soils, wetlands and riparian corridors, and are considered hazards or sensitive environmental resources. Using RLIS, the following constraints were identified: slopes over 25%; the 100-year floodplain (except in areas currently developed or committed areas as noted by local jurisdictions); flood prone soils listed by the Natural Resource Conservation Service (subject to the same local jurisdiction exceptions as floodplains); wetlands as identified in the National Wetlands Inventory (NWI); and riparian corridors - a width of up to 200 feet along rivers and creeks where disturbance of steep slopes and erodible soils could cause siltation and loss of water quality and fish habitat.

The percentage of environmentally constrained land was calculated and statistical analysis was

performed to arrive at the rating index for each area. Areas with a high percentage of environmentally constrained land have a low index rating. A high index rating indicates an area with a low percentage of environmental constrained land, which is considered more suitable for urban development.

❖ Access to Centers

This analysis used distance along public rights-of-way to the central city, regional centers and town centers, the three centers identified in the 2040 Growth Concept. This was used as a measure to evaluate the energy aspect of Factor 5. Distances considered accessible to each center are as follows: twelve miles to the central city, six miles to a regional center, and three miles to a town center. RLIS was used to calculate distance from each site to the centers and points were incrementally assigned. For instance, a site within one mile of a regional center would receive six points, whereas a site that was six miles from a regional center would receive one point. An area that overlaps with other centers would receive additional points. A high index rating indicates that an area has good access to centers.

❖ Jobs/Housing Balance

The jobs/housing balance analysis was performed to assess the energy, economic and social consequences referred to in Factor 5. A balance of jobs and housing on a sub-regional basis is one way to reduce vehicle miles traveled in the region, which is called for in Metro's Regional Growth Goals and Objectives. Urban strategies to provide the opportunity to develop of jobs and housing at quantities and affordable levels consistent with each other are encouraged. This is expected to result in shorter trips and more travel options. A balanced mix of jobs and housing is also essential for sub-regions to achieve economic viability.

The analysis of five regional center market areas shows that all sub-regions, with the exception of the city of Portland and the Hillsboro market area are jobs poor as compared to the regional average (see table below). As the urban reserve study areas are all distant from the inner area of the region by definition, the rating index was revised to eliminate the more central portion of the region and compare rates between the areas closer to the existing urban growth boundary. Actually, two measures are provided, one rating for areas which are jobs rich, one for areas which are housing rich. If the two measures are not weighted differently, they may cancel each other out. Any area which is substantially imbalanced was rated highly (nearer to 10 points). It should be noted that if this measure is utilized, the data used are simply a comparison of the number of jobs and number of housing units. A much more accurate measure would be one that compared the wage level of the jobs with the cost of housing. Policies encouraging future development that would address this type of balance would be a logical extension of efforts to rectify a jobs/housing imbalance.

Factor 6: Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority.

❖ **Agricultural Retention Factor**

Factor 6 was addressed by following the state urban reserve rule, which sets the “hierarchy” of lands suitable for urban reserves. First priority for urban reserve designation is exception areas or non-resource land. Second priority is marginal lands, third priority secondary lands, and fourth priority is agriculture or forestry lands. In addition, Metro added a fifth category, which includes actively farmed land as indicated by farm use assessment status. The entire region was classified according to these five categories, which were identified by examining soil classifications (as defined by the Soil Conservation Service) and regional zoning designations.

Each urban reserve study area was given the following scores (from 1-34 points):

- Exception areas received up to ten points depending on the parcel size (parcels less than one acre received one point, one to two acre parcels received two points, and so on up to ten points for parcels ten acres and larger).
- Exclusive farm use and forest lands (EFU) received an initial 20 points, with up to an additional ten points added depending on parcel size and given at one point per 10 acre increment up to 100 acres (e.g., 20-acre parcels received one extra point, 20- to 30-acre parcels received two extra points, and so on up to parcels over 100 acres, which received ten extra points for a total of 30 points).

REGIONAL CENTER MARKETS	1994 EXISTING			2015 PROJECTED		
	JOBS	HOUSEHOLDS	J/H RATIO	JOBS	HOUSEHOLDS	J/H RATIO
Portland	324,861	177,134	1.83	430,697	215,959	1.99
Hillsboro	30,187	26,951	1.12	75,479	51,429	1.47
Beaverton/Washington Square	148,387	127,743	1.16	247,683	208,206	1.19
Milwaukie/CTC	62,390	76,561	0.81	107,616	111,432	0.97
Gresham	33,972	47,772	0.71	62,457	76,195	0.82
TOTALS	599,797	456,161	1.31	923,932	663,221	1.39

- One to four additional points were added to vacant parcels in both exception land and EFU land categories with soil classes of I-IV.

The total scores for a given urban reserve study area were calculated and averaged to obtain the score. The higher the index number, the more suitable the area is for urbanization; the lower the index number, the more suitable the area is for agricultural retention.

Factor 7: "Compatibility of the proposed urban uses with nearby agricultural activities."

❖ **Agricultural Compatibility**

This analysis examines agricultural lands in the region and the surrounding uses to determine agricultural compatibility. If an urban reserve study area receives a high rating in the matrix, the area is less likely to interfere with agricultural uses and is therefore more suitable for urbanization. A low rating means that farming is the dominant activity in and around the surrounding urban reserve study area and urbanization could make agriculture less viable in the long run.

The methodology used to determine agricultural compatibility is similar to that used to assess agricultural retention. However, in this analysis land use and soil classification were not the only variables examined. Natural features and environmental factors that are more compatible with agricultural activities than with urbanization were also added to the equation to help assess agricultural compatibility. Points were assigned to exception land and EFU in the same manner as noted above. In addition, floodplains and rivers were given 30 points; and other environmental factors including wetlands, flood prone soils and parks were scored between 10 and 30. Each cell was averaged with other cells within a one-quarter radius and scores were gradated within each radius. The averaged scores within the urban reserve study areas were then added together to obtain the raw scores used in the statistical analysis.

Results

The following tables document the data collected and analyzed.

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 ⁹		Utility Feasibility ⁸	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		
1	1,085	219	616	5,661	4,181	6	7	7	8	6	6	6	9	0	10	8	8
2	418	122	244	2,444	996	4	4	7	2	6	6	6	6	0	10	8	7
3	94	85	19	194	80	0	2	7	1	0	0	0	3	0	10	4	4
4	124	0	34	365	136	8	4	3	10	1	1	1	5	0	10	1	2
5	1,371	48	792	8,502	7,663	9	5	3	6	6	6	9	0	0	10	9	9
6	1,797	221	1,180	11,976	9,046	7	6	3	2	7	7	7	4	0	3	8	9
7	412	0	259	2,626	1,649	7	5	3	1	6	7	7	7	0	3	9	10
8	430	0	294	3,112	6,810	6	8	3	1	7	8	8	10	0	3	9	10
9	436	3	290	2,625	2,418	4	5	3	2	7	8	7	7	0	3	10	10
10	248	113	168	1,684	690	5	2	3	1	7	8	8	5	0	3	7	7
11	436	49	304	3,364	1,854	8	6	3	1	8	8	8	5	0	3	9	9
12	195	0	45	454	186	5	3	3	1	0	0	1	3	0	3	6	6
13	67	0	32	322	132	4	10	3	1	4	4	4	3	0	3	9	4
14	233	0	155	1,809	934	7	5	2	4	7	8	7	3	0	3	8	8
15	347	0	201	2,006	822	5	3	2	4	5	6	7	5	0	3	7	8
16	15	0	2	16	7	0	1	2	6	0	0	0	8	0	3	4	7
17	153	0	107	1,123	437	6	7	4	3	8	8	8	9	0	3	7	8
18	128	7	92	947	378	4	6	4	1	8	8	8	4	0	3	9	9
19	9	0	6	58	24	4	3	4	7	6	7	8	9	0	3	8	7
20	160	3	109	804	316	8	10	4	9	8	8	8	10	0	3	8	7
21	12	10	6	7	1	2	8	4	5	3	4	6	5	0	3	9	8
22	375	51	262	2,618	1,073	7	5	4	7	8	8	8	5	0	3	1	2
23	23	0	16	161	.66	4	3	4	4	8	8	8	5	0	3	8	9
24	244	31	164	1,639	672	7	2	4	6	7	8	8	6	0	3	7	8
25	1,027	38	729	6,221	5,329	7	6	1	7	8	8	8	3	0	3	7	8
26	1,947	0	1,057	9,545	6,575	6	5	1	3	4	5	6	3	0	3	9	9
27	19	13	12	121	50	4	2	1	10	6	7	8	9	0	3	8	9
28	55	51	35	347	142	8	7	1	3	6	7	8	9	0	3	3	2
29	322	134	219	2,160	884	8	3	1	4	7	8	8	9	0	3	2	2
30	139	0	79	787	322	3	3	7	3	5	6	6	7	0	3	6	6
31	736	616	414	4,137	1,698	5	5	9	8	5	5	6	3	3	0	7	7
32	87	76	58	577	237	4	4	9	8	7	7	7	3	3	0	2	3
33	338	72	154	1,537	630	6	8	9	8	3	3	4	3	3	0	2	2
34	756	0	316	2,929	1,804	6	8	9	9	2	2	3	3	3	0	7	7
35	48	1	31	314	129	0	6	3	1	8	8	8	3	3	0	7	7
36	33	0	7	72	29	4	2	3	5	0	0	0	3	3	0	6	4
37	146	0	96	993	394	7	4	3	5	7	8	7	3	3	0	7	6

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 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			
38	42	41	30	322	124	4	4	3	7	9	9	8	4	3	0	1	0	
39	13	11	10	108	40	0	1	3	3	9	9	8	5	3	0	0	0	
40	36	12	22	220	90	0	4	3	9	7	7	6	3	3	0	7	3	
41	419	285	242	2,579	992	5	5	3	7	6	6	6	3	3	0	2	3	
42	243	0	165	1,776	674	5	7	3	9	8	8	7	3	3	0	9	9	
43	11	0	6	62	26	0	2	4	8	7	6	5	3	3	0	7	9	
44	162	114	89	429	155	7	2	4	6	7	7	6	3	3	0	3	3	
45	632	197	332	3,325	1,363	7	6	4	7	5	5	5	3	3	0	5	5	
46	112	6	73	725	297	5	6	4	5	7	7	7	6	3	0	7	6	
47	127	0	31	312	128	7	2	3	5	0	0	0	3	3	0	4	5	
48	218	0	130	1,301	533	6	2	3	2	6	6	7	3	3	0	7	7	
49	695	138	397	4,075	1,623	7	5	3	2	6	6	6	3	3	0	6	6	
50	282	1	189	1,790	729	7	4	3	3	7	8	8	3	3	0	9	9	
51	117	45	69	689	283	7	8	4	8	6	6	6	3	3	0	4	3	
52	103	11	74	740	303	8	7	4	9	8	8	8	3	10	0	8	5	
53	204	183	114	1,138	467	8	2	4	7	6	5	5	3	10	0	0	1	
54	189	143	137	1,433	560	8	3	4	9	9	9	8	3	10	0	0	0	
55	883	476	499	5,216	2,046	8	3	4	10	6	5	5	6	10	0	2	2	
56	48	48	23	233	96	7	2	10	7	5	4	4	4	10	0	0	0	
57	77	64	23	229	94	6	4	10	10	1	0	0	5	10	0	1	1	
58	527	516	275	1,245	4,403	8	2	10	8	5	4	4	3	10	0	1	1	
59	66	64	19	74	328	7	2	10	9	1	0	0	4	10	0	1	1	
60	280	140	139	869	1,884	8	4	10	5	5	4	4	7	10	0	3	3	
61	46	17	27	273	112	5	6	10	3	7	6	6	3	3	0	4	6	
62	692	590	409	4,089	1,677	7	5	10	3	7	6	6	7	3	0	2	2	
63	19	19	11	111	45	5	2	10	3	7	6	6	3	3	0	1	1	
64	616	400	354	3,713	1,451	7	5	10	3	6	6	6	3	3	0	3	3	
65	541	285	318	3,198	1,303	8	6	6	5	6	6	6	4	3	0	4	3	
66	62	62	28	277	114	5	2	6	2	4	3	3	3	3	0	2	3	
67	406	47	115	1,067	433	6	4	6	4	0	1	1	3	3	0	8	8	
68	67	0	23	246	91	7	9	6	3	1	1	2	9	3	0	4	4	
69	235	229	30	299	122	2	3	2	1	0	0	0	5	3	0	1	1	
70	223	219	30	296	121	2	3	2	1	0	0	0	3	3	0	3	2	
71	28	26	18	178	73	2	5	2	1	7	7	8	3	3	0	2	2	
72	23	23	12	117	48	1	10	2	1	4	4	5	3	3	0	3	3	
TOTAL	22,909	6,375	13,067	127,011	81,421													

- ¹ Factor 3, referenced in the state Urban Reserve Rule, is the "Orderly and economic provision of public facilities and services."
- ² Factor 4, referenced in the state Urban Reserve Rule, is the "Maximum efficiency of land uses within and on the fringe of the existing urban area."
- ³ Factor 5, referenced in the state Urban Reserve Rule, is the "Environmental, energy, economic and social consequences."
- ⁴ Factor 6, referenced in the state Urban Reserve Rule, is the "Retention of agricultural land as defined, with Class I being the highest priority for retention and Class V the lowest priority."
- ⁵ Factor 7, referenced in the state Urban Reserve Rule, is the "Compatibility of the proposed urban uses with nearby agricultural activities."
- ⁶ Resource acres are those acres zoned Exclusive Farm and Forest (EFU), or meeting state EFU requirements (for example, the AF-20 zone in Washington County.)
- ⁷ Buildable acres are those acres considered developable after considerations are made for environmental constraints, efficiency factors and for future roads, parks, schools and other public facilities.
- ⁸ Capacity is the estimated number of dwelling units or jobs that could be accommodated within the urban reserve area on buildable gross acres.
- ⁹ The utility feasibility analysis examines the relative cost of extending urban water, sanitary sewers and stormwater facilities.
- ¹⁰ The road network analysis compares the existing local and regional road network in the urban reserve study areas to the required road network for future urbanization.
- ¹¹ Traffic Congestion estimates the relative lack of congestion of the primary arterials, highways and freeways serving the area after additional improvements, as described by the financially constrained Regional Transportation Plan.
- ¹² School facilities were examined for accessibility by evaluating walking distance to elementary schools, middle schools and high schools.
- ¹³ The efficiency factor is an estimate of how much of the urban reserve study area, which is not environmentally significant land, is likely to be available for urban development. This factor takes into consideration development limitations (land locked parcels, partially vacant parcels, small parcels, and steep slopes under 25% that inhibit development).
- ¹⁴ Buildable lands are those lands that are assumed to be suitable for building. These lands include resource lands, but exclude steep slopes, wetlands, floodplains and other environmental constraints. These lands have been discounted for development limitations and a gross to net reduction of 25% has been applied (for future roadways, schools and other public facilities).

- ¹⁵ Environmental factors include slopes over 25%, floodplains, wetlands, riparian corridors and flood prone soils. Urban reserve study areas are ranked by the percentage of environmental factors within each area. The higher the number appearing in the matrix, the lower the percentage of environmental constraints.
- ¹⁶ Access to centers estimates the driving distance to Metro 2040 regional and town centers to assess energy consequences.
- ¹⁷ Jobs/housing balance estimates the amount of balance of jobs to housing for the urban reserve area using year 2015 population and employment forecasts. The central part of the region was not included in the calculations so that areas closest to the existing urban growth boundary are compared with each other rather than the more established central core of the region.
- ¹⁸ Agricultural retention analyzes the types of land contained in each urban reserve study area and classifies land according to priority for urbanization and agricultural retention using priorities set out in the state's Urban Reserve Rule.
- ¹⁹ Agricultural compatibility assesses the existence of agricultural lands adjacent to the urban reserve study area and the location of any natural features that could buffer agricultural uses or the accessibility of the site making agriculture less viable in the long run.

Utility Feasibility (KCM Report)

Site #	Total Cost	z-score	Index
1	4,478	-0.24	6
2	5,464	0.27	4
3	9,511	2.34	0
4	3,512	-0.74	8
5	2,779	-1.11	9
6	3,780	-0.60	7
7	4,181	-0.39	7
8	4,298	-0.33	6
9	5,349	0.21	4
10	4,872	-0.04	5
11	3,515	-0.73	8
12	4,786	-0.08	5
13	5,549	0.31	4
14	3,632	-0.67	7
15	5,144	0.10	5
16	14,434	4.87	0
17	4,481	-0.24	6
18	5,273	0.17	4
19	5,228	0.14	4
20	3,212	-0.89	8
21	6,418	0.76	2
22	4,136	-0.42	7
23	5,680	0.38	4
24	3,722	-0.63	7
25	3,973	-0.50	7
26	4,335	-0.31	6
27	5,219	0.14	4
28	3,516	-0.73	8
29	2,930	-1.03	8
30	5,717	0.40	3
31	4,710	-0.12	5
32	5,547	0.31	4
33	4,464	-0.25	6
34	4,404	-0.28	6
35	8,939	2.05	0
36	5,534	0.30	4
37	4,043	-0.46	7
38	5,375	0.22	4
39	8,492	1.82	0
40	8,880	2.02	0
41	5,013	0.03	5
42	4,806	-0.07	5
43	10,498	2.85	0
44	3,811	-0.58	7
45	4,048	-0.46	7
46	5,152	0.11	5
47	3,824	-0.58	7
48	4,238	-0.36	6
49	4,026	-0.47	7
50	3,739	-0.62	7
51	3,732	-0.62	7
52	3,135	-0.93	8
53	3,308	-0.84	8
54	3,203	-0.89	8
55	3,206	-0.89	8
56	3,766	-0.61	7
57	4,323	-0.32	6
58	3,030	-0.98	8
59	3,714	-0.63	7
60	3,154	-0.92	8
61	5,113	0.09	5
62	3,766	-0.61	7
63	5,022	0.04	5
64	3,707	-0.64	7
65	3,535	-0.72	8
66	5,084	0.07	5
67	4,532	-0.21	6
68	3,855	-0.56	7
69	6,576	0.84	2
70	6,909	1.01	2
71	6,950	1.03	2
72	7,795	1.46	1
Mean	4,946		
Std. Dev.	1,948		

Road Network

Site #	Arterial Ratio	Collector Ratio	Total Ratio (average)	z-score	Index
1	75.0	26.6	51	0.46	7
2	33.5	28.0	31	-0.13	4
3	0.0	17.4	9	-0.79	2
4	0.0	61.1	31	-0.14	4
5	45.6	23.1	34	-0.03	5
6	74.5	18.7	47	0.34	6
7	40.4	30.3	35	0.00	5
8	104.7	17.9	61	0.78	8
9	28.2	49.7	39	0.11	5
10	0.0	17.2	9	-0.79	2
11	68.2	23.8	46	0.32	6
12	25.6	2.2	14	-0.64	3
13	223.8	80.7	152	3.49	10
14	34.7	29.8	32	-0.09	5
15	31.4	2.7	17	-0.54	3
16	0.0	0.0	0	-1.05	1
17	90.8	16.0	53	0.54	7
18	56.1	30.0	43	0.23	6
19	0.0	37.5	19	-0.49	3
20	224.5	23.6	124	2.65	10
21	0.0	123.3	62	0.79	8
22	40.7	26.9	34	-0.04	5
23	0.0	32.8	16	-0.56	3
24	0.0	8.0	4	-0.93	2
25	65.5	30.0	48	0.37	6
26	40.4	23.6	32	-0.10	5
27	0.0	2.1	1	-1.02	2
28	77.1	34.8	56	0.62	7
29	20.8	21.5	21	-0.42	3
30	25.8	7.0	16	-0.56	3
31	51.7	25.5	39	0.10	5
32	58.9	0.0	29	-0.17	4
33	112.4	18.4	65	0.90	8
34	104.7	28.0	66	0.93	8
35	90.0	0.8	45	0.30	6
36	0.0	8.2	4	-0.93	2
37	35.5	16.8	26	-0.27	4
38	42.3	5.6	24	-0.34	4
39	0.0	0.0	0	-1.05	1
40	0.0	57.1	29	-0.20	4
41	62.8	15.0	39	0.11	5
42	73.1	32.8	53	0.53	7
43	0.0	7.4	4	-0.94	2
44	0.0	15.1	8	-0.82	2
45	82.6	10.7	47	0.34	6
46	95.8	0.0	48	0.38	6
47	0.0	14.6	7	-0.83	2
48	11.4	4.6	8	-0.81	2
49	56.6	21.2	39	0.11	5
50	0.0	59.8	30	-0.16	4
51	125.3	9.3	67	0.96	8
52	62.1	52.3	57	0.65	7
53	2.3	2.3	2	-0.98	2
54	13.2	16.6	15	-0.60	3
55	20.6	15.0	18	-0.52	3
56	0.0	12.9	6	-0.86	2
57	44.9	11.6	28	-0.21	4
58	0.0	14.7	7	-0.83	2
59	19.1	0.0	10	-0.77	2
60	40.6	11.8	26	-0.27	4
61	79.3	0.0	40	0.13	6
62	56.5	16.6	37	0.04	5
63	0.0	8.5	4	-0.92	2
64	60.9	13.0	37	0.05	5
65	69.8	10.6	40	0.15	6
66	15.4	0.0	8	-0.82	2
67	0.8	45.4	23	-0.36	4
68	144.2	33.5	89	1.60	9
69	33.8	7.0	20	-0.44	3
70	2.8	23.5	13	-0.66	3
71	64.7	0.0	32	-0.09	5
72	413.3	5.0	209	5.18	10
		Mean	35		
		Std. Dev.	34		

Traffic Congestion Analysis

Site #	2015 V/C	z-score	Index
1	0.82	-0.62	7
2	0.82	-0.62	7
3	0.82	-0.62	7
4	1.03	0.67	3
5	1.03	0.67	3
6	1	0.49	3
7	1	0.49	3
8	1	0.49	3
9	1	0.49	3
10	1	0.49	3
11	1	0.49	3
12	1	0.49	3
13	1	0.49	3
14	1.08	0.98	2
15	1.08	0.98	2
16	1.08	0.98	2
17	0.96	0.24	4
18	0.96	0.24	4
19	0.96	0.24	4
20	0.96	0.24	4
21	0.96	0.24	4
22	0.96	0.24	4
23	0.96	0.24	4
24	0.96	0.24	4
25	1.1	1.10	1
26	1.1	1.10	1
27	1.1	1.10	1
28	1.1	1.10	1
29	1.1	1.10	1
30	0.84	-0.50	7
31	0.75	-1.05	9
32	0.75	-1.05	9
33	0.75	-1.05	9
34	0.75	-1.05	9
35	1.01	0.55	3
36	1.01	0.55	3
37	1.01	0.55	3
38	1.01	0.55	3
39	1.01	0.55	3
40	1.01	0.55	3
41	1.01	0.55	3
42	1.01	0.55	3
43	0.95	0.18	4
44	0.95	0.18	4
45	0.95	0.18	4
46	0.95	0.18	4
47	1.02	0.61	3
48	1.02	0.61	3
49	1.02	0.61	3
50	1.02	0.61	3
51	0.97	0.30	4
52	0.97	0.30	4
53	0.97	0.30	4
54	0.97	0.30	4
55	0.97	0.30	4
56	0.5	-2.59	10
57	0.5	-2.59	10
58	0.5	-2.59	10
59	0.5	-2.59	10
60	0.5	-2.59	10
61	0.62	-1.85	10
62	0.62	-1.85	10
63	0.62	-1.85	10
64	0.62	-1.85	10
65	0.89	-0.19	6
66	0.89	-0.19	6
67	0.89	-0.19	6
68	0.89	-0.19	6
69	1.04	0.73	2
70	1.04	0.73	2
71	1.04	0.73	2
72	1.04	0.73	2
Mean	0.92		
Std. Dev.	0.16		

School Factor

Site #	Ranking	z-score	Index
1	8,693	0.86	8
2	2,117	-0.86	2
3	1,035	-1.14	1
4	14,176	2.29	10
5	5,997	0.16	6
6	2,729	-0.70	2
7	0	-1.41	1
8	0	-1.41	1
9	2,410	-0.78	2
10	0	-1.41	1
11	166	-1.37	1
12	0	-1.41	1
13	0	-1.41	1
14	4,228	-0.31	4
15	4,765	-0.17	4
16	6,217	0.21	6
17	2,906	-0.65	3
18	1,428	-1.04	1
19	7,886	0.65	7
20	9,387	1.04	9
21	13,542	2.13	10
22	7,686	0.60	7
23	4,441	-0.25	4
24	6,262	0.22	6
25	7,270	0.49	7
26	3,551	-0.48	3
27	13,652	2.16	10
28	3,723	-0.44	3
29	4,562	-0.22	4
30	3,167	-0.58	3
31	8,126	0.71	8
32	8,275	0.75	8
33	8,638	0.85	8
34	10,175	1.25	9
35	869	-1.19	1
36	5,095	-0.08	5
37	5,331	-0.02	5
38	7,745	0.61	7
39	3,154	-0.59	3
40	11,206	1.52	9
41	7,910	0.66	7
42	9,414	1.05	9
43	8,075	0.70	8
44	6,191	0.21	6
45	7,452	0.54	7
46	5,677	0.07	5
47	5,365	-0.01	5
48	1,483	-1.03	2
49	2,516	-0.76	2
50	3,087	-0.61	3
51	9,334	1.03	8
52	9,449	1.06	9
53	7,305	0.50	7
54	9,427	1.05	9
55	12,407	1.83	10
56	7,882	0.65	7
57	12,961	1.98	10
58	8,660	0.85	8
59	10,210	1.26	9
60	5,322	-0.02	5
61	3,449	-0.51	3
62	3,393	-0.53	3
63	3,083	-0.61	3
64	3,913	-0.39	3
65	4,952	-0.12	5
66	1,757	-0.95	2
67	4,737	-0.17	4
68	2,982	-0.63	3
69	0	-1.41	1
70	0	-1.41	1
71	0	-1.41	1
72	0	-1.41	1

mean 5,403
std. dev. 3,823

Efficiency Factor

Site #	%	z-score	Index
1	84	0.18	6
2	84	0.18	6
3	52	-1.99	0
4	65	-1.11	1
5	84	0.18	6
6	90	0.58	7
7	86	0.31	6
8	91	0.65	7
9	91	0.65	7
10	91	0.65	7
11	94	0.85	8
12	52	-1.99	0
13	77	-0.30	4
14	91	0.65	7
15	82	0.04	5
16	35	-3.14	0
17	94	0.85	8
18	96	0.99	8
19	84	0.18	6
20	93	0.79	8
21	75	-0.43	3
22	94	0.85	8
23	95	0.92	8
24	91	0.65	7
25	95	0.92	8
26	78	-0.23	4
27	87	0.38	6
28	86	0.31	6
29	91	0.65	7
30	82	0.04	5
31	82	0.04	5
32	90	0.58	7
33	72	-0.64	3
34	71	-0.70	2
35	93	0.79	8
36	49	-2.19	0
37	91	0.65	7
38	97	1.06	9
39	99	1.19	9
40	90	0.58	7
41	86	0.31	6
42	93	0.79	8
43	88	0.45	7
44	91	0.65	7
45	80	-0.09	5
46	90	0.58	7
47	55	-1.79	0
48	84	0.18	6
49	83	0.11	5
50	91	0.65	7
51	87	0.38	6
52	96	0.99	8
53	86	0.31	6
54	97	1.06	9
55	86	0.31	6
56	80	-0.09	5
57	63	-1.24	1
58	83	0.11	5
59	61	-1.38	1
60	80	-0.09	5
61	88	0.45	7
62	88	0.45	7
63	89	0.52	7
64	86	0.31	6
65	86	0.31	6
66	77	-0.30	4
67	55	-1.79	0
68	64	-1.18	1
69	38	-2.94	0
70	39	-2.87	0
71	88	0.45	7
72	78	-0.23	4

Mean 81.39
 Std. Dev. 14.78

Net Buildable Land

Site No.	Gross Acres	Env. Factor %	Gross Acres (less env. constrained)	Gross to Net Reduction %	Buildable Acres	Eff. Factor %	Net Buildable Acres	Percent Buildable	z-score	Index
1	1,085	10%	979	25%	734	84%	617	56.84%	0.13	6
2	418	7%	388	25%	291	84%	245	58.50%	0.23	6
3	94	47%	50	25%	38	52%	20	20.75%	-2.02	0
4	124	32%	84	25%	63	65%	41	32.97%	-1.30	1
5	1,371	8%	1,257	25%	942	84%	792	57.74%	0.18	6
6	1,797	3%	1,748	25%	1,311	90%	1,180	65.66%	0.65	7
7	412	2%	402	25%	302	86%	259	62.93%	0.49	7
8	430	0%	430	25%	323	91%	293	68.25%	0.81	8
9	436	2%	425	25%	319	91%	290	66.59%	0.71	8
10	248	1%	246	25%	185	91%	168	67.74%	0.78	8
11	436	1%	432	25%	324	94%	305	69.88%	0.90	8
12	195	40%	117	25%	87	52%	45	23.31%	-1.87	0
13	67	16%	56	25%	42	77%	32	48.33%	-0.38	4
14	233	2%	227	25%	171	91%	155	66.61%	0.71	8
15	347	6%	326	25%	244	82%	200	57.76%	0.18	6
16	15	59%	6	25%	5	35%	2	10.86%	-2.61	0
17	153	1%	151	25%	113	94%	106	69.56%	0.89	8
18	128	0%	128	25%	96	96%	92	72.00%	1.03	8
19	9	0%	9	25%	7	84%	6	63.00%	0.49	7
20	160	2%	157	25%	118	93%	109	68.40%	0.82	8
21	12	11%	11	25%	8	75%	6	50.27%	-0.26	4
22	375	1%	372	25%	279	94%	262	69.88%	0.90	8
23	23	0%	23	25%	17	95%	16	71.25%	0.99	8
24	244	1%	241	25%	181	91%	164	67.36%	0.75	8
25	1,027	0%	1,023	25%	768	95%	729	71.00%	0.97	8
26	1,947	7%	1,806	25%	1,354	78%	1,057	54.26%	-0.03	5
27	19	1%	19	25%	14	87%	12	64.59%	0.59	7
28	55	1%	54	25%	41	86%	35	63.84%	0.55	7
29	322	0%	321	25%	241	91%	219	68.03%	0.79	8
30	139	8%	129	25%	96	82%	79	56.88%	0.13	6
31	736	9%	673	25%	505	82%	414	56.24%	0.09	5
32	87	2%	85	25%	64	90%	57	66.02%	0.67	7
33	338	16%	284	25%	213	72%	154	45.44%	-0.55	3
34	756	22%	593	25%	445	71%	316	41.78%	-0.77	2
35	48	0%	48	25%	36	93%	33	69.75%	0.90	8
36	33	41%	19	25%	15	49%	7	21.57%	-1.98	0
37	146	2%	143	25%	107	91%	97	66.74%	0.72	8
38	42	0%	42	25%	32	97%	31	72.75%	1.08	9
39	13	0%	13	25%	10	99%	10	74.25%	-1.17	9
40	36	8%	33	25%	25	90%	22	61.84%	0.43	7
41	419	10%	375	25%	282	86%	242	57.79%	0.18	6
42	243	2%	238	25%	178	93%	166	68.31%	0.81	8
43	11	12%	10	25%	7	88%	6	58.01%	0.20	6
44	162	8%	149	25%	112	91%	102	62.97%	0.49	7
45	632	12%	554	25%	416	80%	333	52.62%	-0.12	5
46	112	4%	108	25%	81	90%	73	65.10%	0.62	7
47	127	40%	76	25%	57	55%	31	24.57%	-1.80	0
48	218	5%	206	25%	155	84%	130	59.55%	0.29	6
49	695	8%	638	25%	478	83%	397	57.13%	0.14	6
50	282	1%	278	25%	209	91%	190	67.33%	0.75	8
51	117	9%	106	25%	80	87%	69	59.17%	0.27	6
52	103	0%	103	25%	77	96%	74	72.00%	1.03	8
53	204	14%	176	25%	132	86%	114	55.72%	0.06	5
54	189	1%	188	25%	141	97%	137	72.27%	1.05	9
55	883	12%	777	25%	583	86%	501	56.75%	0.12	5
56	48	19%	39	25%	29	80%	23	48.40%	-0.38	4
57	77	63%	28	25%	21	63%	13	17.42%	-2.22	0
58	527	16%	441	25%	331	83%	275	52.15%	-0.15	4
59	66	63%	25	25%	19	61%	11	17.14%	-2.24	0
60	280	17%	232	25%	174	80%	139	49.74%	-0.30	4
61	46	9%	42	25%	31	88%	28	59.82%	0.30	6
62	692	10%	620	25%	465	88%	409	59.11%	0.26	6
63	19	11%	17	25%	13	89%	11	59.60%	0.29	6
64	616	11%	550	25%	412	86%	355	57.57%	0.17	6
65	541	9%	493	25%	370	86%	318	58.81%	0.24	6
66	62	23%	48	25%	36	77%	27	44.28%	-0.62	3
67	406	31%	280	25%	210	55%	115	28.44%	-1.57	1
68	67	28%	48	25%	36	64%	23	34.44%	-1.21	1
69	235	55%	105	25%	79	38%	30	12.73%	-2.50	0
70	223	55%	101	25%	76	39%	30	13.27%	-2.47	0
71	28	2%	27	25%	21	88%	18	64.80%	0.60	7
72	23	14%	20	25%	15	78%	12	50.10%	-0.27	4
Total Acres	22,909		20,649		15,487		Mean	54.70%		
							Std. Dev.	16.77%		

Environmental Factor

Site #	% normalized		Index
	constrained	z-score	
1	0.10	-0.20	6
2	0.07	-0.36	6
3	0.47	2.03	0
4	0.32	1.16	1
5	0.08	-0.29	6
6	0.03	-0.83	7
7	0.02	-0.65	7
8	0.00	-0.80	8
9	0.02	-0.65	7
10	0.01	-0.75	8
11	0.01	-0.74	8
12	0.40	1.64	1
13	0.16	0.19	4
14	0.02	-0.65	7
15	0.06	-0.43	7
16	0.59	2.75	0
17	0.01	-0.71	8
18	0.00	-0.80	8
19	0.00	-0.80	8
20	0.02	-0.68	8
21	0.11	-0.15	6
22	0.01	-0.74	8
23	0.00	-0.80	8
24	0.01	-0.72	8
25	0.00	-0.77	8
26	0.07	-0.36	6
27	0.01	-0.73	8
28	0.01	-0.73	8
29	0.00	-0.78	8
30	0.08	-0.34	6
31	0.09	-0.28	6
32	0.02	-0.66	7
33	0.16	0.16	4
34	0.22	0.51	3
35	0.00	-0.80	8
36	0.41	1.70	0
37	0.02	-0.66	7
38	0.00	-0.80	8
39	0.00	-0.80	8
40	0.08	-0.29	6
41	0.10	-0.17	6
42	0.02	-0.67	7
43	0.12	-0.06	5
44	0.08	-0.33	6
45	0.12	-0.05	5
46	0.04	-0.58	7
47	0.40	1.65	0
48	0.05	-0.46	7
49	0.08	-0.30	6
50	0.01	-0.71	8
51	0.09	-0.23	6
52	0.00	-0.80	8
53	0.14	0.03	5
54	0.01	-0.76	8
55	0.12	-0.07	5
56	0.19	0.37	4
57	0.63	3.02	0
58	0.16	0.19	4
59	0.63	2.99	0
60	0.17	0.24	4
61	0.09	-0.23	6
62	0.10	-0.16	6
63	0.11	-0.15	6
64	0.11	-0.15	6
65	0.09	-0.26	6
66	0.23	0.61	3
67	0.31	1.08	1
68	0.28	0.91	2
69	0.55	-2.55	0
70	0.55	2.51	0
71	0.02	-0.69	8
72	0.14	0.07	5
Mean	0.1316		
Std. Dev.	0.1654		

Access to Centers

Site #	Rank	z-score	Index
1	2,359	1.28	9
2	1,004	0.17	6
3	220	-0.47	3
4	671	-0.10	5
5	2,080	1.05	9
6	596	-0.17	4
7	1,423	0.51	7
8	3,524	2.23	10
9	1,483	0.56	7
10	693	-0.09	5
11	882	0.07	5
12	0	-0.65	3
13	0	-0.65	3
14	327	-0.39	3
15	829	0.02	5
16	1,639	0.69	8
17	2,777	1.62	9
18	440	-0.29	4
19	2,640	1.51	9
20	2,967	1.77	10
21	8,010	5.89	10
22	904	0.09	5
23	1,227	0.35	6
24	130	-0.55	3
25	111	-0.56	3
26	1	-0.65	3
27	2,390	1.30	9
28	2,261	1.20	9
29	788	-0.01	5
30	1,503	0.58	7
31	18	-0.64	3
32	39	-0.62	3
33	0	-0.65	3
34	0	-0.65	3
35	29	-0.63	3
36	71	-0.59	3
37	108	-0.56	3
38	467	-0.27	4
39	769	-0.02	5
40	0	-0.65	3
41	145	-0.53	3
42	0	-0.65	3
43	0	-0.65	3
44	0	-0.65	3
45	199	-0.49	3
46	1,105	0.25	6
47	283	-0.42	3
48	0	-0.65	3
49	182	-0.50	3
50	0	-0.65	3
51	0	-0.65	3
52	0	-0.65	3
53	0	-0.65	3
54	49	-0.61	3
55	1,155	0.29	6
56	408	-0.32	4
57	859	0.05	5
58	93	-0.58	3
59	464	-0.27	4
60	1,426	0.51	7
61	1,475	0.55	7
62	109	-0.56	3
63	0	-0.65	3
64	9	-0.65	3
65	570	-0.19	4
66	157	-0.52	3
67	35	-0.62	3
68	2,221	1.16	9
69	946	0.12	5
70	210	-0.48	3
71	6	-0.65	3
72	0	-0.65	3
Mean	798		
Std. Dev.	1,223		

Jobs/Housing Balance - Housing

Site #	2015JHB	z-score	Index
1	0.82	-2.24	10
2	0.82	-2.24	10
3	0.82	-2.24	10
4	0.82	-2.24	10
5	0.82	-2.24	10
6	0.97	0.45	3
7	0.97	0.45	3
8	0.97	0.45	3
9	0.97	0.45	3
10	0.97	0.45	3
11	0.97	0.45	3
12	0.97	0.45	3
13	0.97	0.45	3
14	0.97	0.45	3
15	0.97	0.45	3
16	0.97	0.45	3
17	0.97	0.45	3
18	0.97	0.45	3
19	0.97	0.45	3
20	0.97	0.45	3
21	0.97	0.45	3
22	0.97	0.45	3
23	0.97	0.45	3
24	0.97	0.45	3
25	0.97	0.45	3
26	0.97	0.45	3
27	0.97	0.45	3
28	0.97	0.45	3
29	0.97	0.45	3
30	0.97	0.45	3
mean	0.95		
std. dev.	0.06		

Jobs/Housing Balance - Jobs

Site #	2015 JHB	z-score	Index
31	1.19	-0.55	3
32	1.19	-0.55	3
33	1.19	-0.55	3
34	1.19	-0.55	3
35	1.19	-0.55	3
36	1.19	-0.55	3
37	1.19	-0.55	3
38	1.19	-0.55	3
39	1.19	-0.55	3
40	1.19	-0.55	3
41	1.19	-0.55	3
42	1.19	-0.55	3
43	1.19	-0.55	3
44	1.19	-0.55	3
45	1.19	-0.55	3
46	1.19	-0.55	3
47	1.19	-0.55	3
48	1.19	-0.55	3
49	1.19	-0.55	3
50	1.19	-0.55	3
51	1.47	1.77	10
52	1.47	1.77	10
53	1.47	1.77	10
54	1.47	1.77	10
55	1.47	1.77	10
56	1.47	1.77	10
57	1.47	1.77	10
58	1.47	1.77	10
59	1.47	1.77	10
60	1.47	1.77	10
61	1.19	-0.55	3
62	1.19	-0.55	3
63	1.19	-0.55	3
64	1.19	-0.55	3
65	1.19	-0.55	3
66	1.19	-0.55	3
67	1.19	-0.55	3
68	1.19	-0.55	3
69	1.19	-0.55	3
70	1.19	-0.55	3
71	1.19	-0.55	3
72	1.19	-0.55	3
mean	1.26		
std. dev.	0.12		

Agricultural Compatibility

Site No.	Rank	z-score	Index
1	11,806	-0.80	8
2	13,036	-0.57	7
3	16,842	0.16	4
4	20,946	0.94	2
5	9,947	-1.16	9
6	10,279	-1.10	9
7	7,028	-1.72	10
8	7,144	-1.69	10
9	6,326	-1.85	10
10	12,587	-0.66	7
11	8,322	-1.47	9
12	14,039	-0.38	6
13	17,187	0.22	4
14	11,071	-0.95	8
15	11,880	-0.79	8
16	12,724	-0.63	7
17	11,635	-0.84	8
18	9,769	-1.19	9
19	12,982	-0.58	7
20	11,901	-0.79	8
21	21,324	1.01	2
22	10,363	-1.08	9
23	11,698	-0.83	8
24	12,293	-0.71	8
25	8,857	-1.37	9
26	10,212	-1.11	9
27	19,903	0.74	2
28	19,808	0.72	2
29	15,320	-0.13	6
30	13,341	-0.51	7
31	19,458	0.65	3
32	21,053	0.96	2
33	13,421	-0.50	7
34	12,915	-0.59	7
35	17,905	0.36	4
36	13,979	-0.39	7
37	14,201	-0.35	6
38	24,971	1.71	0
39	29,363	2.54	0
40	18,768	0.52	3
41	18,354	0.44	3
42	9,605	-1.22	9
43	10,234	-1.10	9
44	19,494	0.66	3
45	15,818	-0.04	5
46	15,088	-0.18	6
47	16,229	0.04	5
48	13,682	-0.45	7
49	14,120	-0.36	6
50	7,757	-1.58	9
51	18,148	0.40	3
52	15,514	-0.10	5
53	23,555	1.44	1
54	25,090	1.73	0
55	20,242	0.80	2
56	28,587	2.40	0
57	22,671	1.27	1
58	23,378	1.40	1
59	21,730	1.09	1
60	19,517	0.67	3
61	15,210	-0.16	6
62	20,739	0.90	2
63	21,732	1.09	1
64	19,106	0.59	3
65	18,842	0.54	3
66	18,564	0.48	3
67	11,959	-0.78	8
68	17,658	0.31	4
69	23,303	1.39	1
70	21,116	0.97	2
71	20,722	0.90	2
72	19,462	0.66	3
Mean	16,025		
Std. Dev.	5,242		

Agricultural Retention

Site #	Raw #s	z-score	Index
1	13,328	-0.77	8
2	13,605	-0.72	8
3	18,932	0.21	4
4	24,632	1.20	1
5	11,759	-1.04	9
6	12,053	-0.99	8
7	8,476	-1.61	9
8	9,257	-1.48	9
9	7,788	-1.73	10
10	15,419	-0.40	7
11	10,597	-1.24	9
12	16,108	-0.28	6
13	11,671	-1.06	9
14	12,735	-0.87	8
15	14,003	-0.65	7
16	18,516	0.14	4
17	14,358	-0.59	7
18	11,272	-1.13	9
19	11,973	-1.00	8
20	11,106	-1.15	9
21	25,659	1.38	1
22	12,377	-0.93	8
23	14,619	-0.54	7
24	14,738	-0.52	7
25	10,712	-1.22	9
26	12,366	-0.93	8
27	21,576	0.67	3
28	22,325	0.80	2
29	16,551	-0.21	6
30	15,367	-0.41	7
31	21,672	0.69	2
32	22,633	0.85	2
33	14,272	-0.60	7
34	15,437	-0.40	7
35	15,561	-0.38	6
36	14,196	-0.62	7
37	14,938	-0.49	7
38	25,296	1.32	1
39	33,000	2.66	0
40	14,909	-0.49	7
41	21,904	0.73	2
42	11,048	-1.16	9
43	14,317	-0.59	7
44	21,168	0.60	3
45	17,903	0.03	5
46	14,562	-0.55	7
47	19,197	0.26	4
48	14,145	-0.62	7
49	15,814	-0.33	6
50	8,583	-1.59	9
51	19,321	0.28	4
52	13,651	-0.71	8
53	29,311	2.02	0
54	27,679	1.73	0
55	22,650	0.86	2
56	29,670	2.08	0
57	26,023	1.45	1
58	26,380	1.51	1
59	25,086	1.28	1
60	21,577	0.67	3
61	18,716	0.17	4
62	23,085	0.93	2
63	25,471	1.35	1
64	21,537	0.66	3
65	19,673	0.34	4
66	23,448	1.00	2
67	11,968	-1.00	8
68	18,796	0.19	4
69	24,130	1.12	1
70	21,438	0.65	3
71	21,934	0.73	2
72	20,574	0.50	3
Mean	17,730		
Std. Dev.	5,738		

Conclusion

This report has presented the data and methodology used to address the study criteria. It does not include recommendations, but does serve as a basis for analyzing each study area's suitability for urbanization.

Several major policy decisions need to be made before a recommendation for specific urban reserves can be made. These include:

- ❖ 2040 household and population forecasts;
- ❖ Current urban growth boundary capacity;
- ❖ The rate of redevelopment and infill within Urban Reserves;
- ❖ The density of development on buildable lands within Urban Reserves;
- ❖ Weights (if any) for the factors described in the previous pages of this report;
- ❖ The minimum rating threshold (or cut-off point);

The first important decision is to determine the 2040 household and employment forecast. That is, it is critical to establish the amount of growth that can reasonably be expected to occur to the year 2040. Urban reserves are intended to provide enough land for a 30 to 50 year supply. That is, the urban growth boundary supply is a 20 year growth supply and the urban reserves are intended to provide an additional 10 to 30 years of supply. Twenty year forecasts are subject to substantial error and are frequently revised. Longer forecast horizons are even more fraught with imprecision. Accordingly, a forecast of households and employment which can be shown to be within a 30 to 50 year demand range is likely to be as precise as the margin of potential error. Part 1 of the *Urban Growth Report*, (Discussion Draft dated March, 1996) contains regional long term forecast estimates to the year 2040.

The second critical decision is establishing an estimate of the number of household and jobs that can be accommodated inside the present urban growth boundary (UGB). Currently the household estimate varies from approximately 160,000 - the Growth Management Committees' recommendation - to 244,000, MPAC's recommendation. Part 3 of the *Urban Growth Report* provides data and a methodology for estimating capacity. The difference between the 2040 household and employment forecast and UGB capacity will provide the number that must be met by the urban reserves.

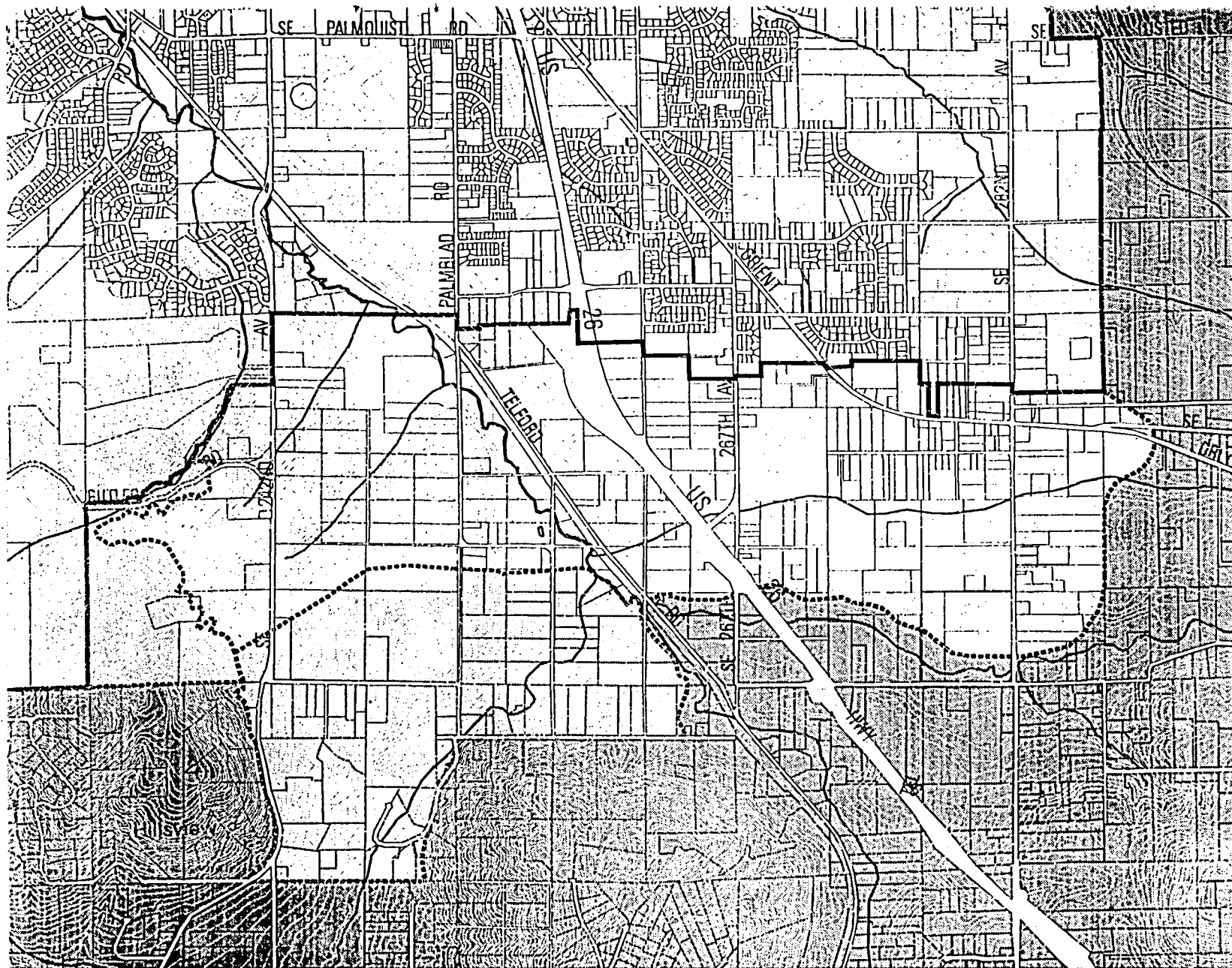
The third decision concerns the amount of infill and redevelopment that may occur in urban reserves. This is important, for it establishes the amount of development that may be accommodated not counting "buildable" or large, vacant easy to build properties in an urban reserve. This type of development capacity has been shown to accommodate a significant amount of growth on lands within the current urban growth boundary. Part 3 of the *Urban Growth Report* has an estimate of 27.5 percent of residential growth accommodated by redevelopment and infill and 42 percent of employment growth.

The next determination is the weighting of factors. That is, all of the factors described in the Data and Methods section of this report have been controlled so that between factors there are no implicit, or hidden weights. 'Raw' numbers might have given one factor a range of numbers between 0 and 20, while another factor might have a range of 0 to 300. Simply adding ratings for each site would skew the totals towards the factor with the largest range. Numbers were statistically revised so that within any one factor the relative ratings remained the same, but all ratings were within a range of 0 to 10. This then allows the reviewing committees and the Metro Council to explicitly weigh the factors according to those that they think are most important. For example, the Metro Council might conclude that cost of utilities is very important, while access to centers is not. They can weigh factors accordingly and rank all sites consistently.

The only remaining decision, after making the above decisions, is the minimum rating that a site would have to achieve in order to be designated an urban reserve. Contained in the Executive Officer recommendations and available to the Metro Council, the Growth Management Committee and MPAC is an electronic spreadsheet that allows them to consider all of the variables described in this section as a aid in decision-making. These decisions, however, remain ones that will be made by the Executive Officer, the Growth Management Committee, MPAC and the Metro Council in coming months.

Appendix A

Site Maps



R L I S

Regional Land Information System

Urban Reserve Study Areas

Adopted By
Metro Council 2-8-96

- This Map's URSA
- UGB
- Other URSA's
- Outside UGB and URSA's
- Specific Study Area
- Urban Growth Boundary

MAP #1







Acres	EFU Acres
1084.89	218.577

400 N.E. Grand Ave
Portland, OR 97232-2736
(503) 796-1742

95618/pitsunsitev.aml, plot date: July 11, 1996

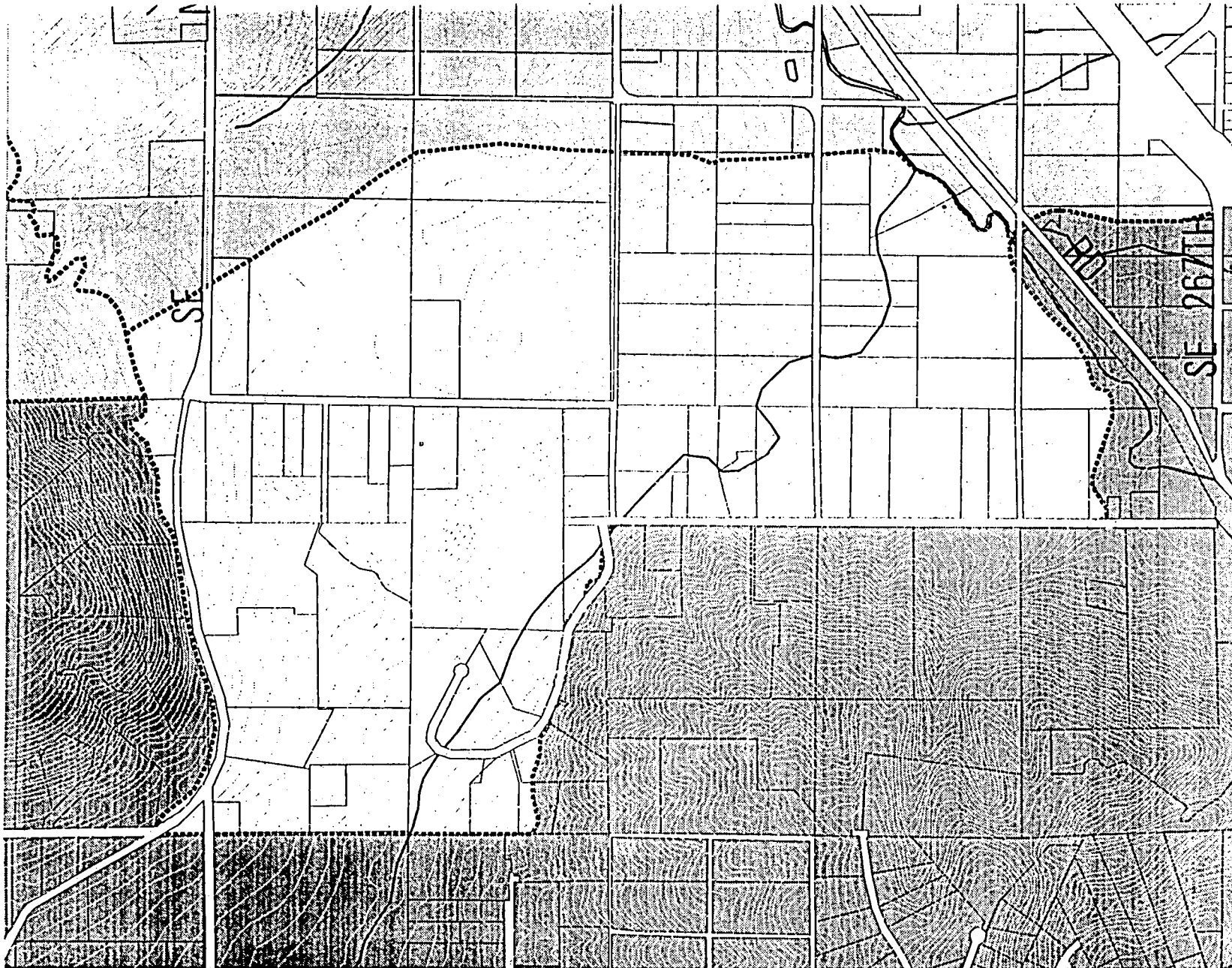
Urban Reserve Study Areas

Adopted By
Metro Council 2-8-96

-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #2

Acres	EFU Acres
41770	121:591









600 NE Grand Ave
Portland, OR 97232-2776
(503) 797-1712



Urban Reserve Study Areas

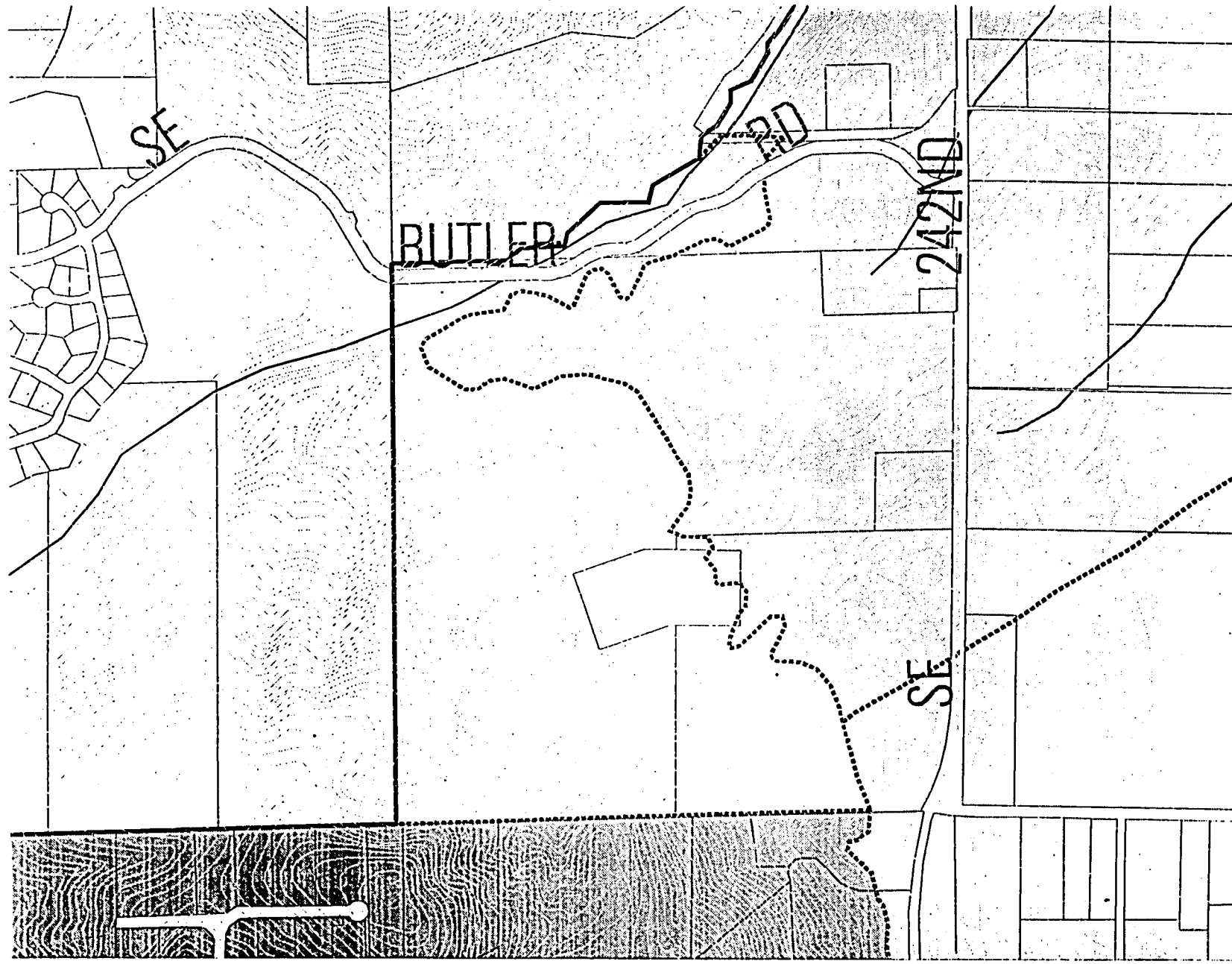
Adopted By
Metro Council 2-8-96

-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #3

Acres	EFU Acres
93.55	85.182







600 NE Grand Ave
Portland, OR 97232-2756
(503) 797-1712



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Urban Reserve Study Areas

Adopted By
Metro Council 2-8-96

-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #4

Acres EFU Acres
123.90 .0000







640 NE Grand Ave
Portland, OR 97232-2776
(503) 799-1712



95418/plansites.aml, plot date: July 11, 1996

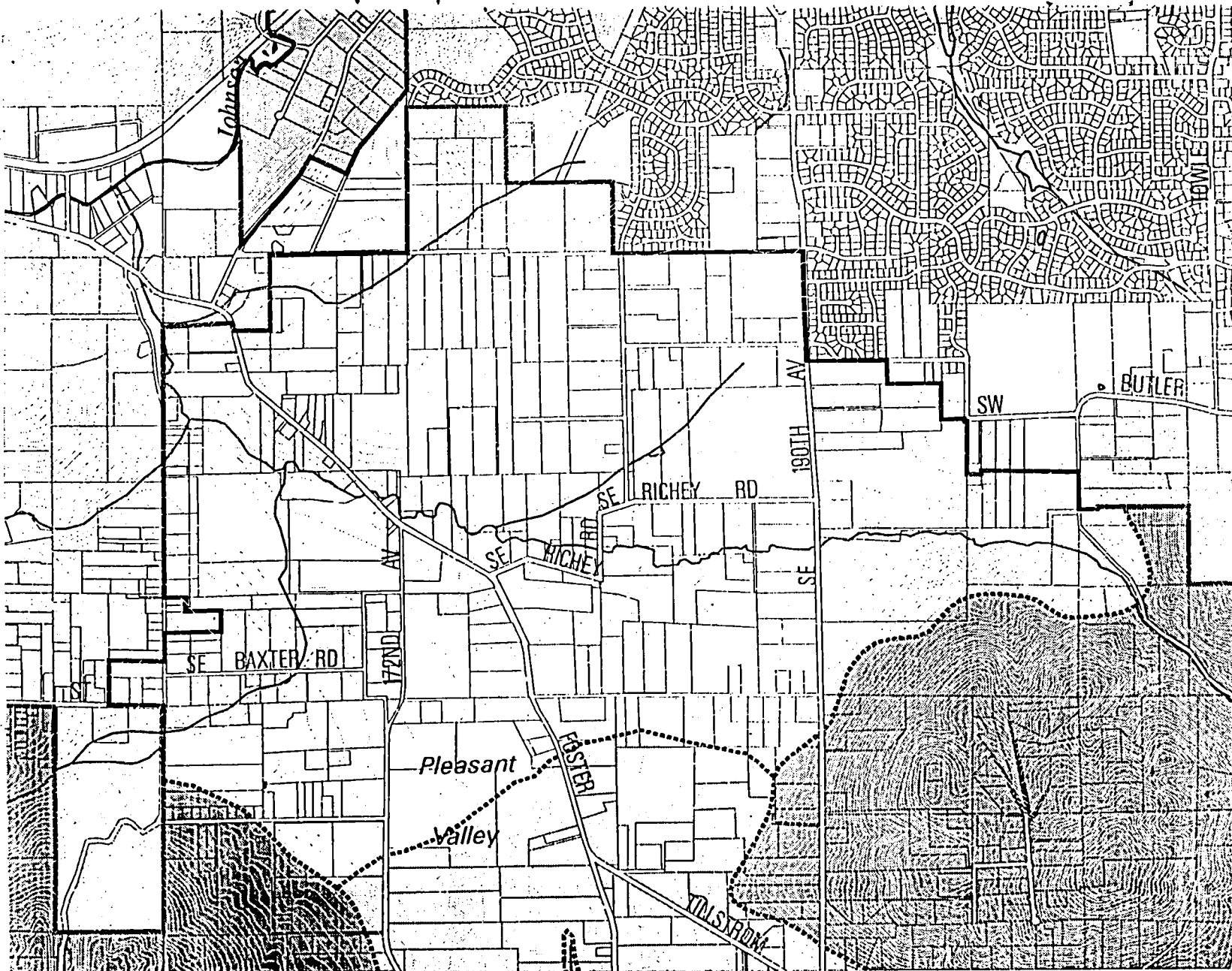
Urban Reserve Study Areas

Adopted By
Metro Council 2-8-96

-  This Map's URSA
-  UCB
-  Other URSA's
-  Outside UCB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #5

Acres EFU Acres
1371.37 48.276









95418/jltmsstms.aml, plot date: July 11, 1996

800 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1712



Urban Reserve Study Areas

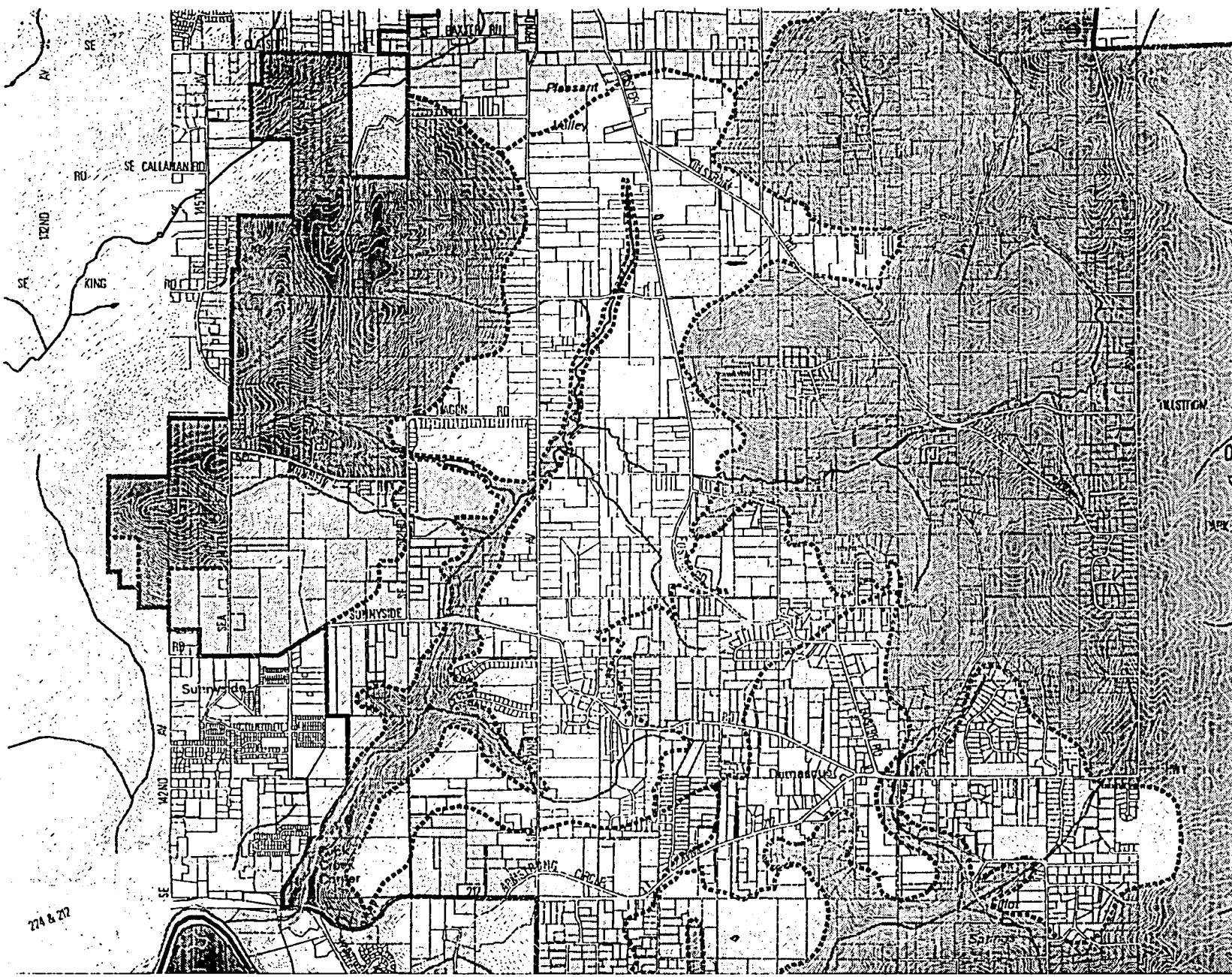
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MAP #6

Acres	EFU Acres
1797.20	221.249







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95418/pltsmsites.mxd, plot date: July 11, 1996

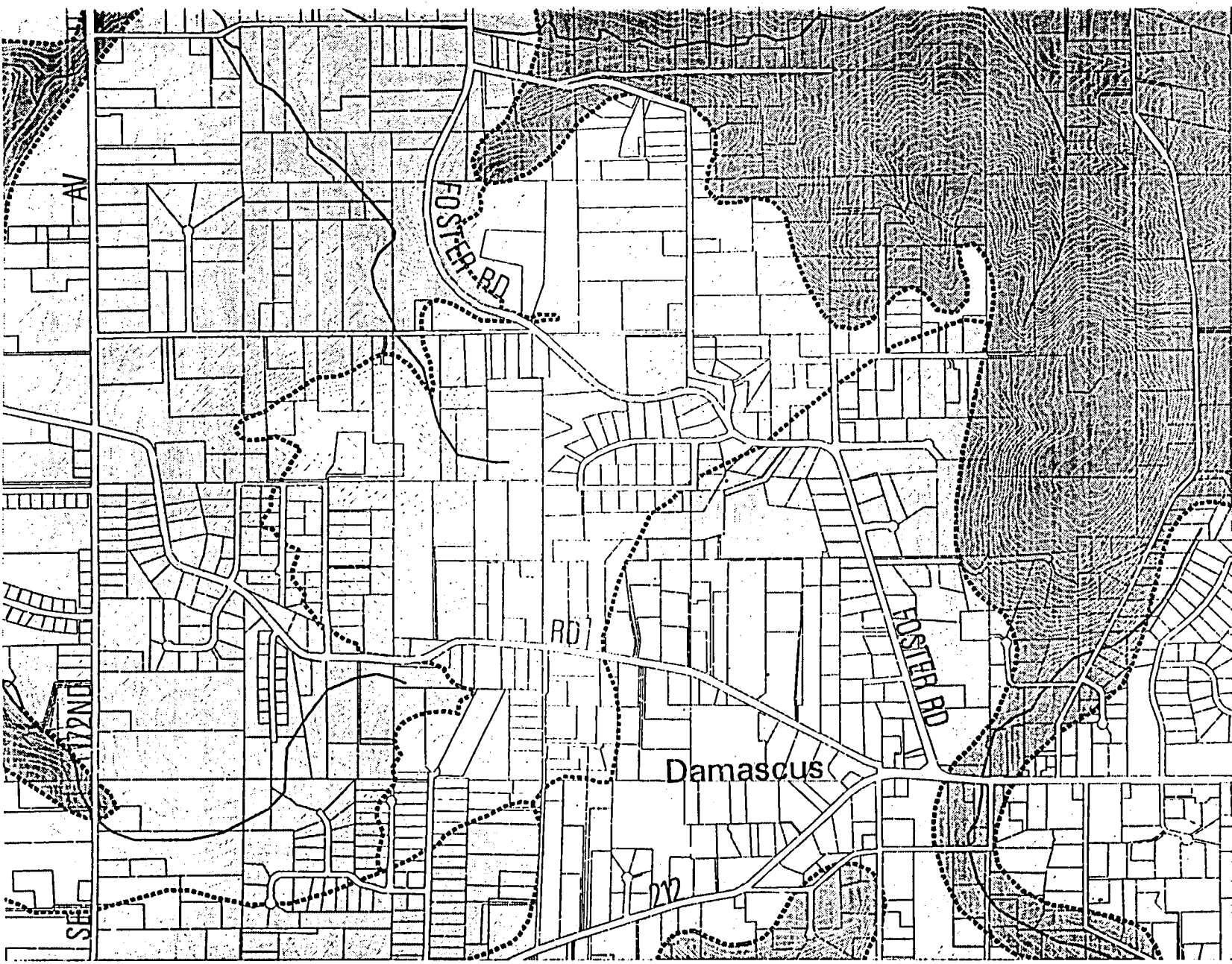
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MAP #7

Acres	EFU Acres
411.62	0.435









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95418/jltasmrtes.aml, plot date: July 11, 1996

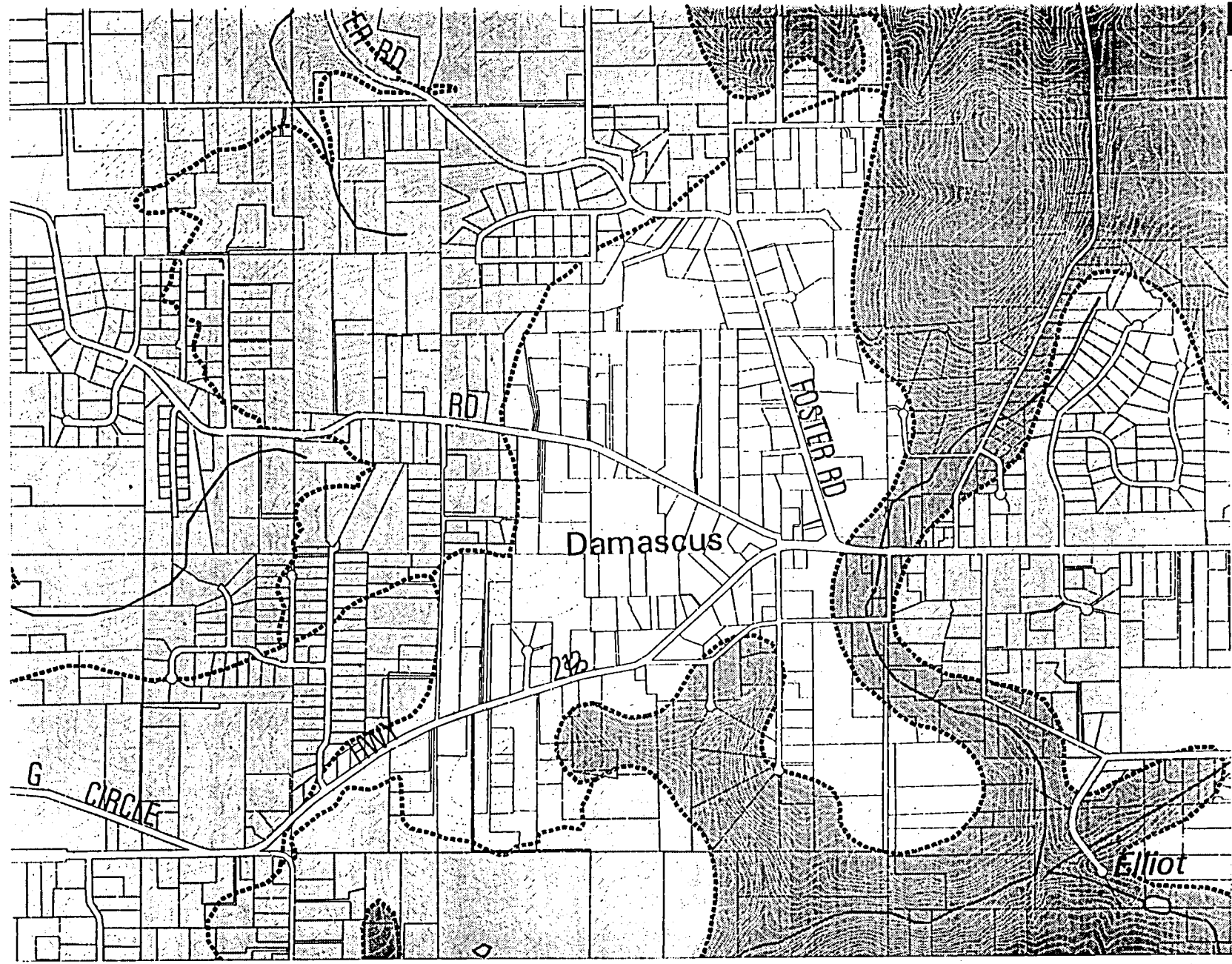
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MAP #8

Acres	EFU Acres
430.18	.0124









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95418/plsmstve.aml, plot date: July 11, 1996

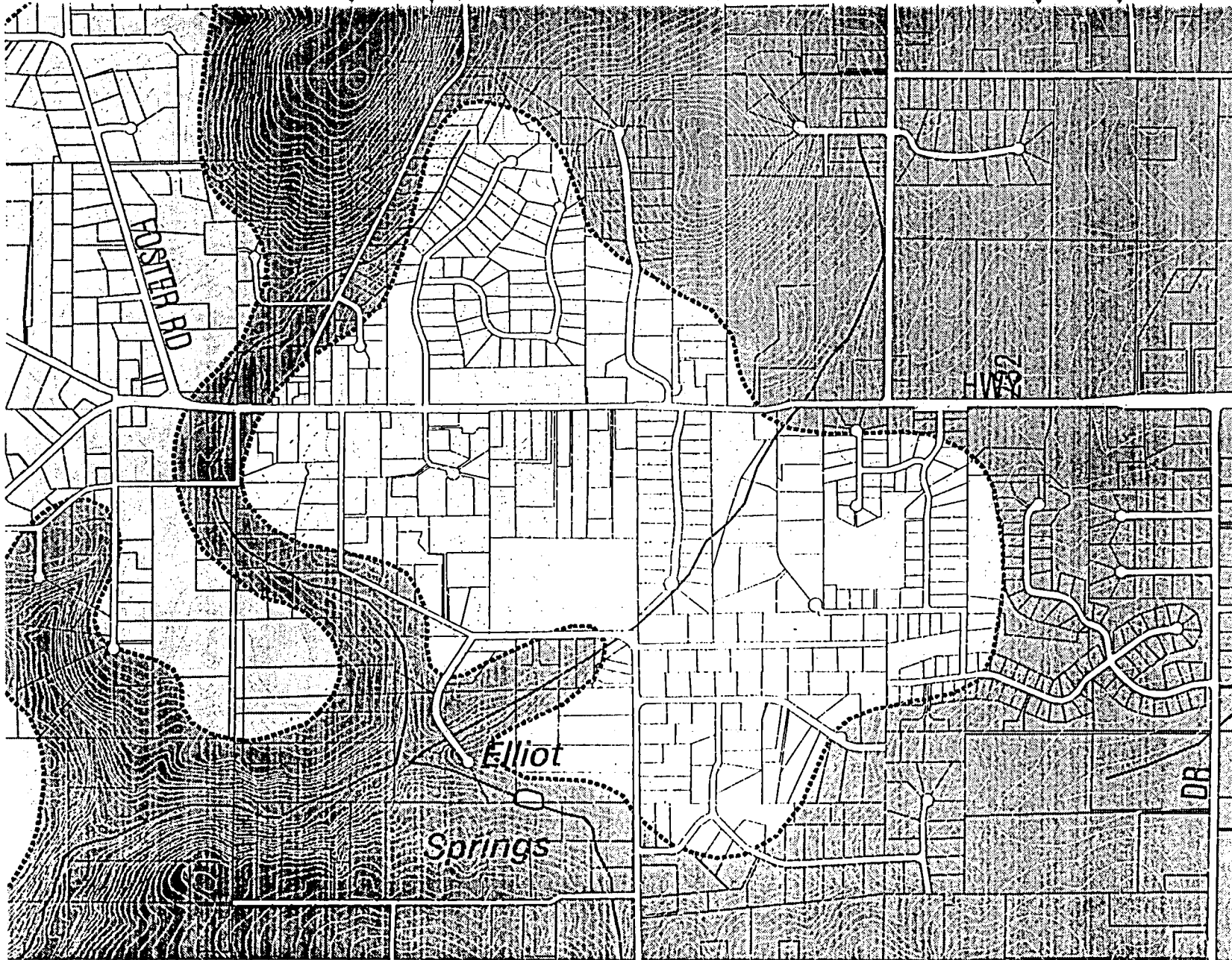
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MAP #9

Acres	EFU Acres
435.52	2.920









95418/pltsa/sites.aml, plot date: July 11, 1996

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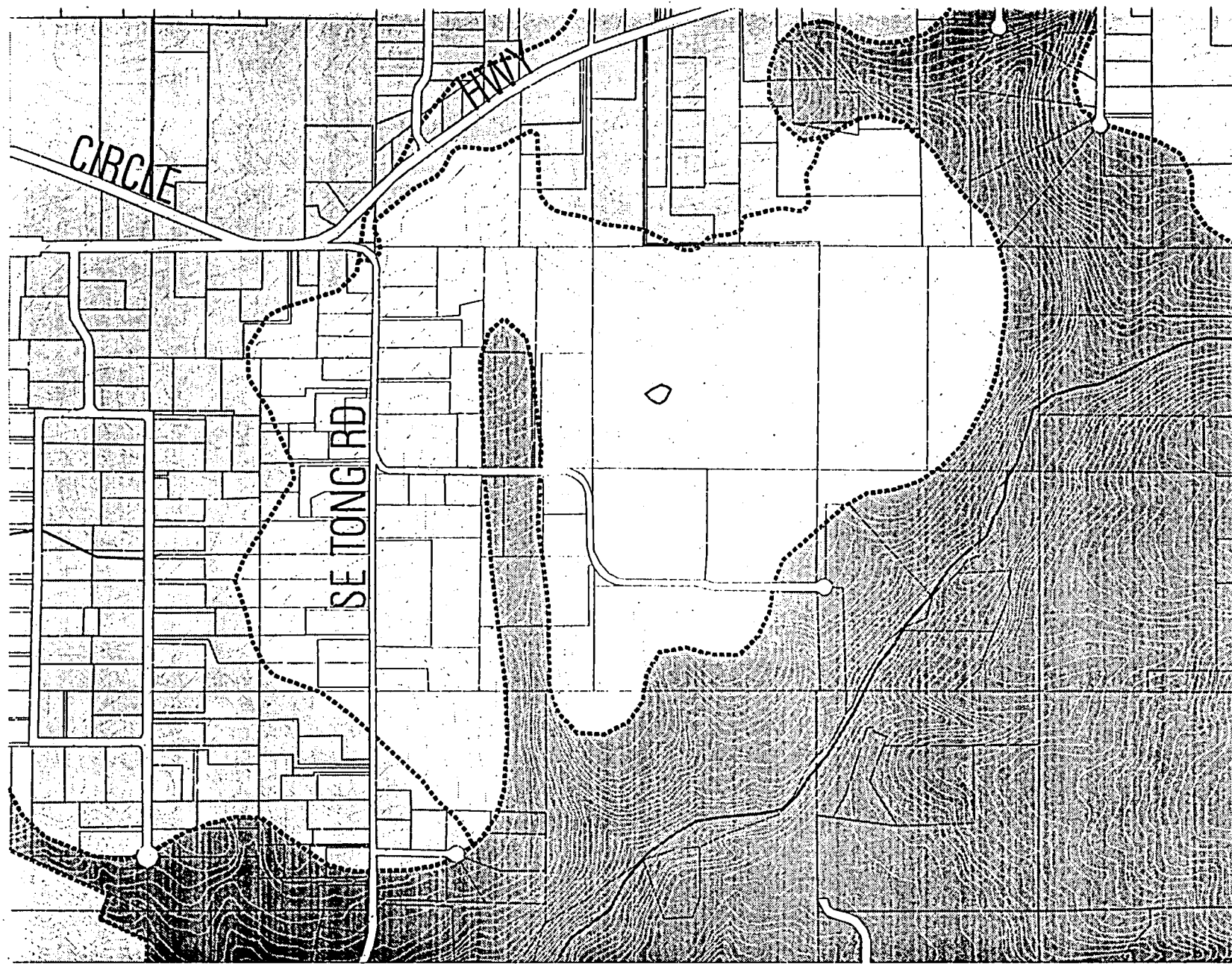
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MAP #10

Acres EFU Acres
248.36 112.954







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95418/plamaster.aml, plot date: July 11, 1996

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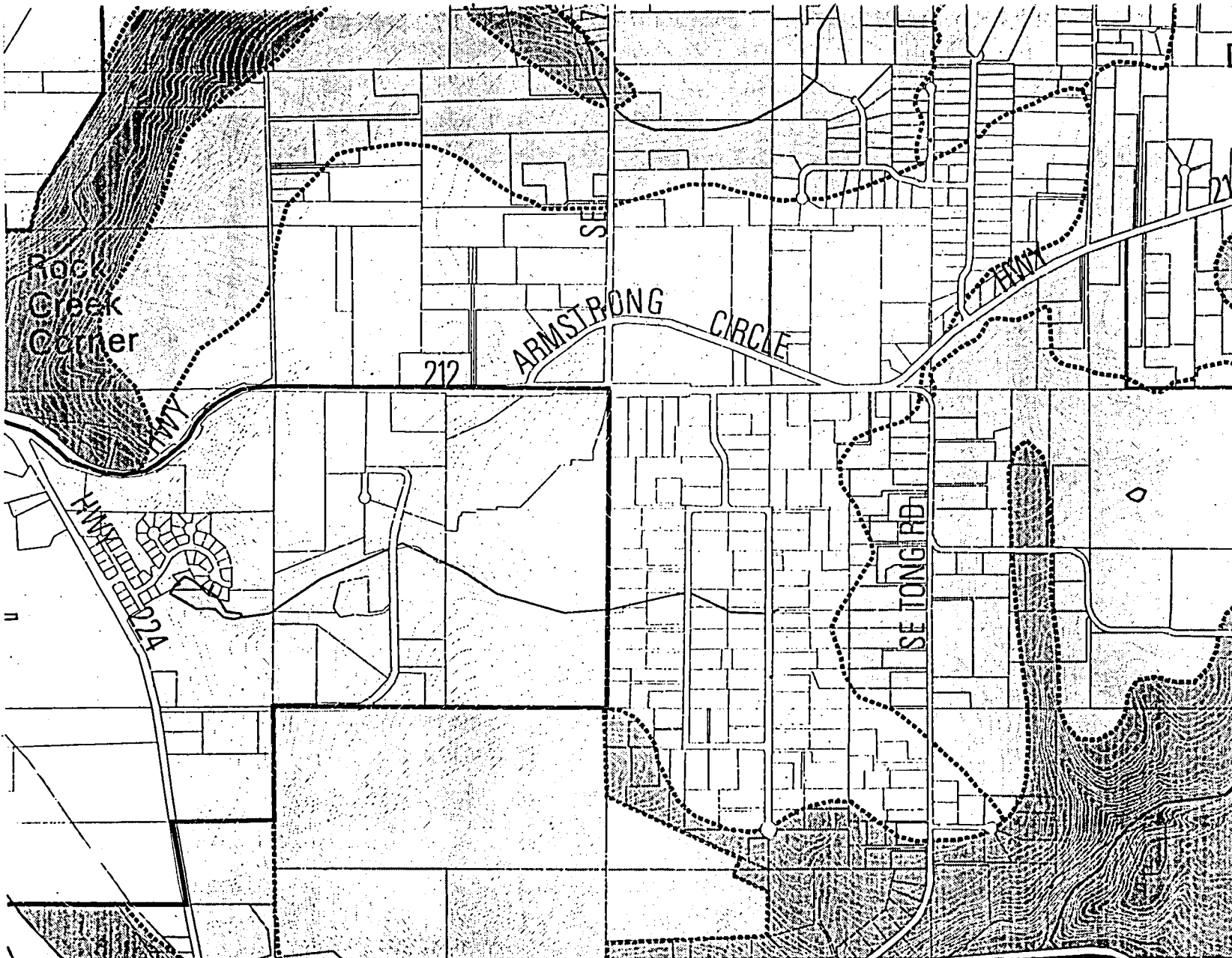
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MAP #11

Acres	EFU Acres
435.58	48.524







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95418/pls/urates.amd, plot date: July 11, 1996

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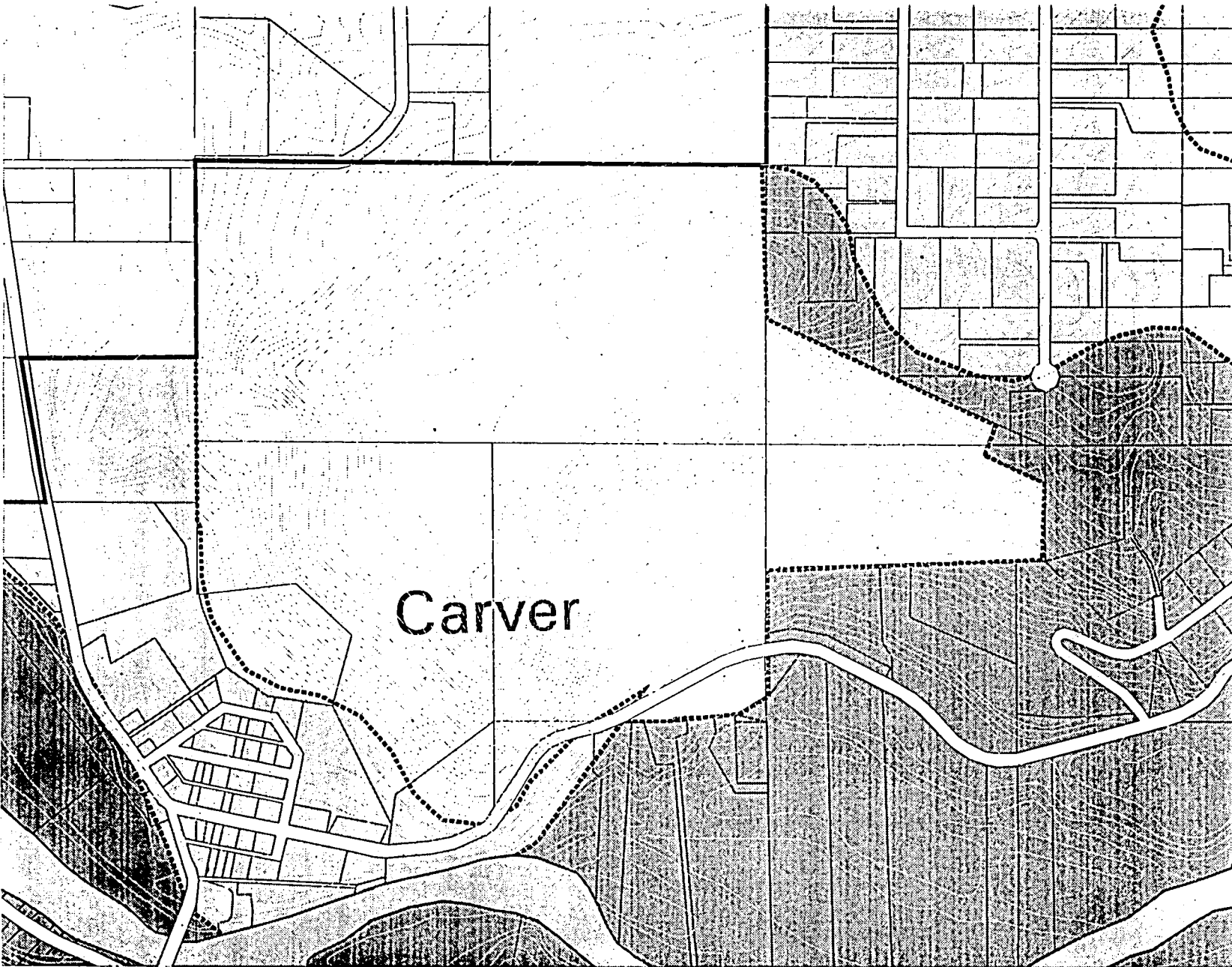
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MAP #12

Acres EFU Acres
194.92 0.000

Carver









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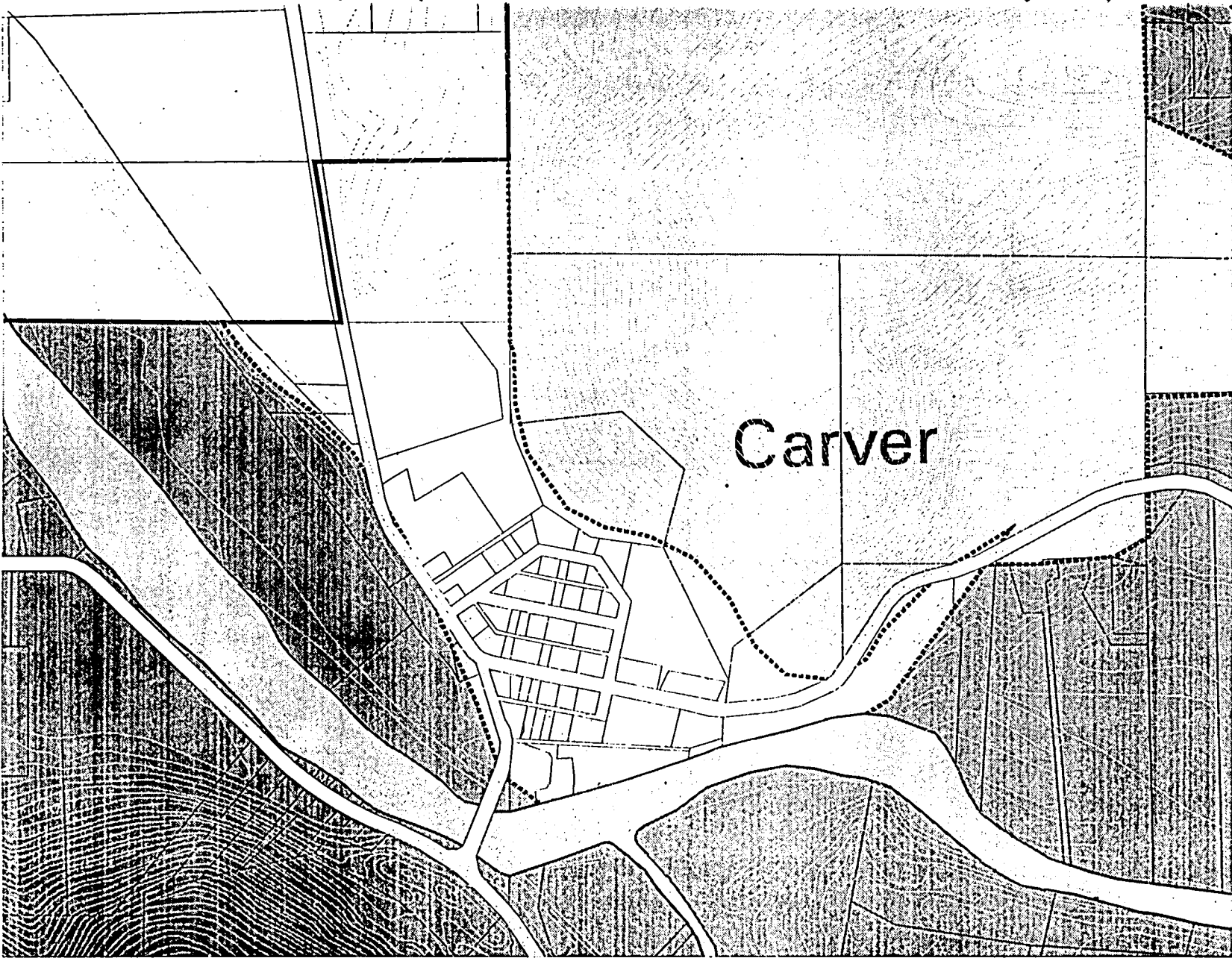
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MAP #13

Acres	EFU Acres
66.54	0.000









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95419/pltsmsites.aml, plot date: July 11, 1996

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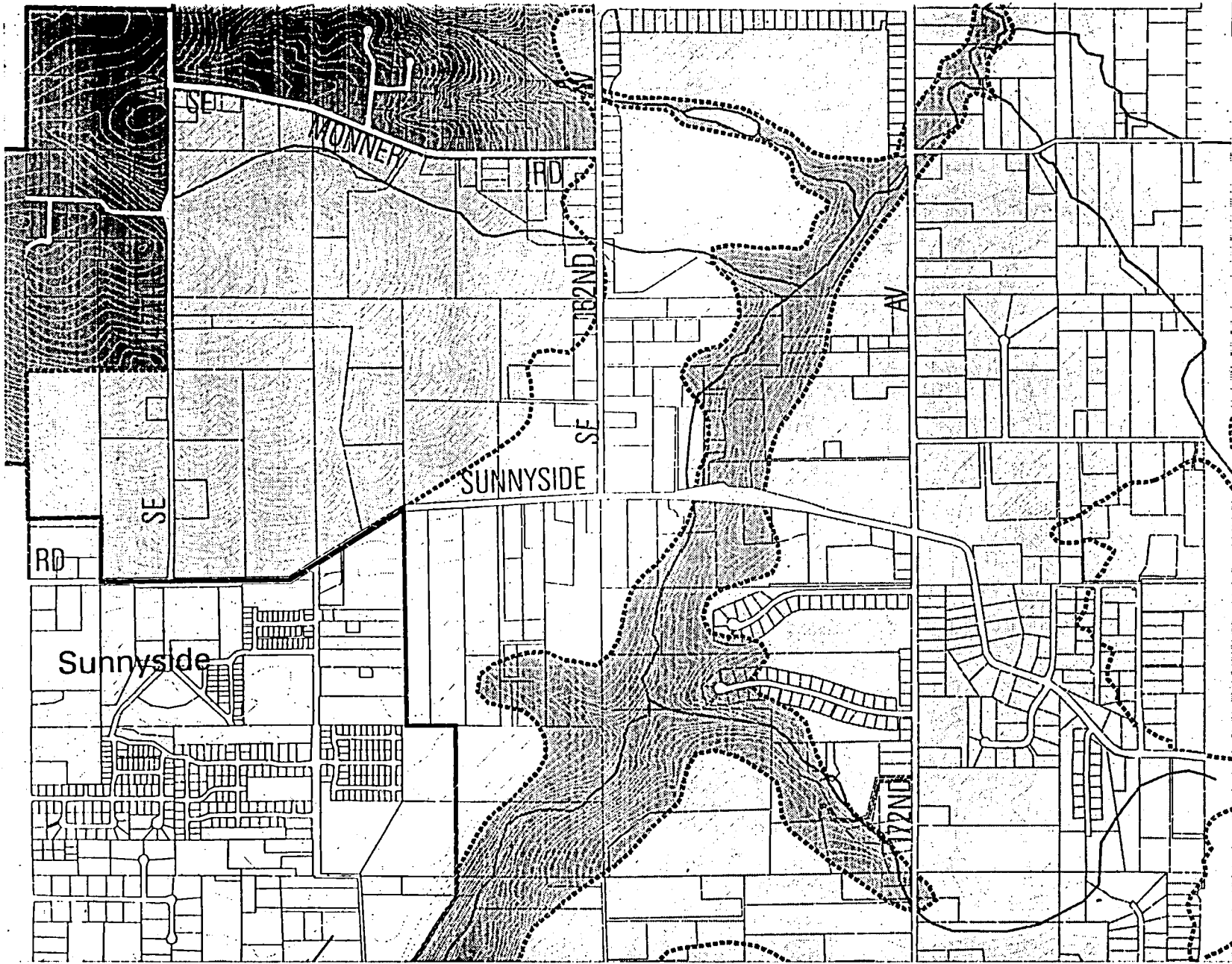
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MAP #14







Acres	EFU Acres
233.22	0.000

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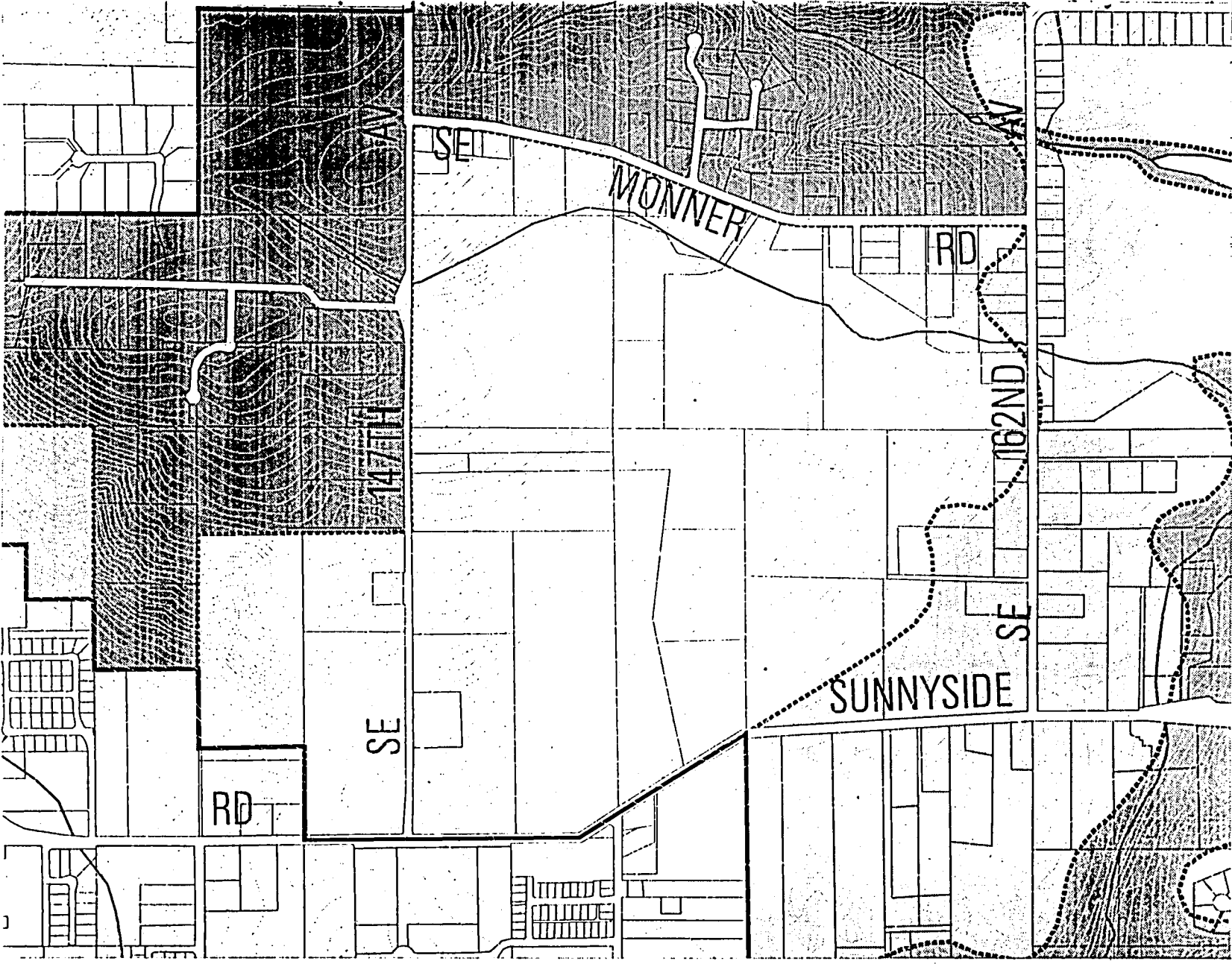
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MAP #15

Acres	EFU Acres
347.25	0.000







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MAP #16







Acres	EFU Acres
15.15	0.000

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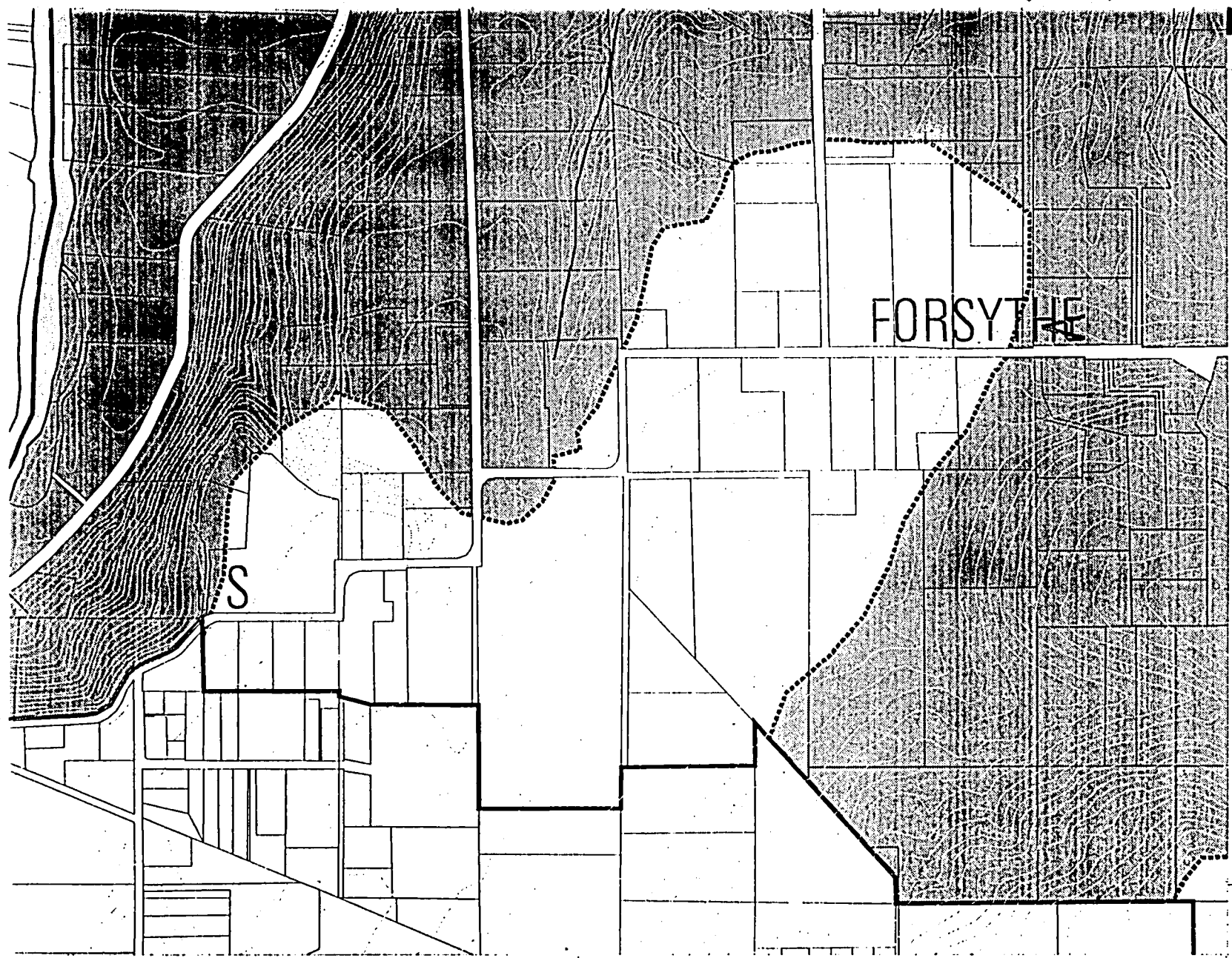
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MAP #17

Acres	EFU Acres
153.45	0.000







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MAP #18

Acres	EFU Acres
128.06	6772







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MAP #19







Acres	EFU Acres
9.31	0.000

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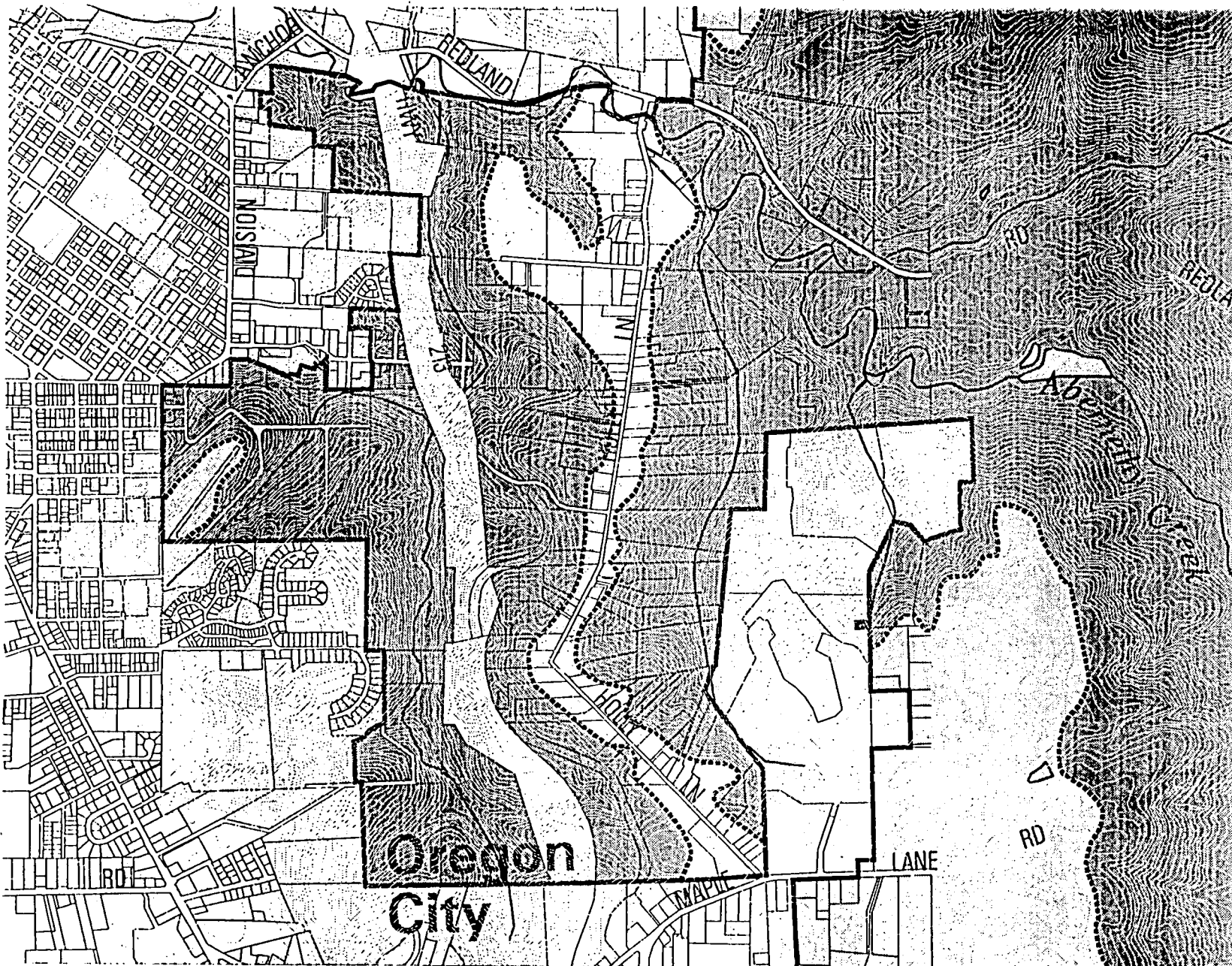
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MAP #20

Acres	EFU Acres
159.60	3.293







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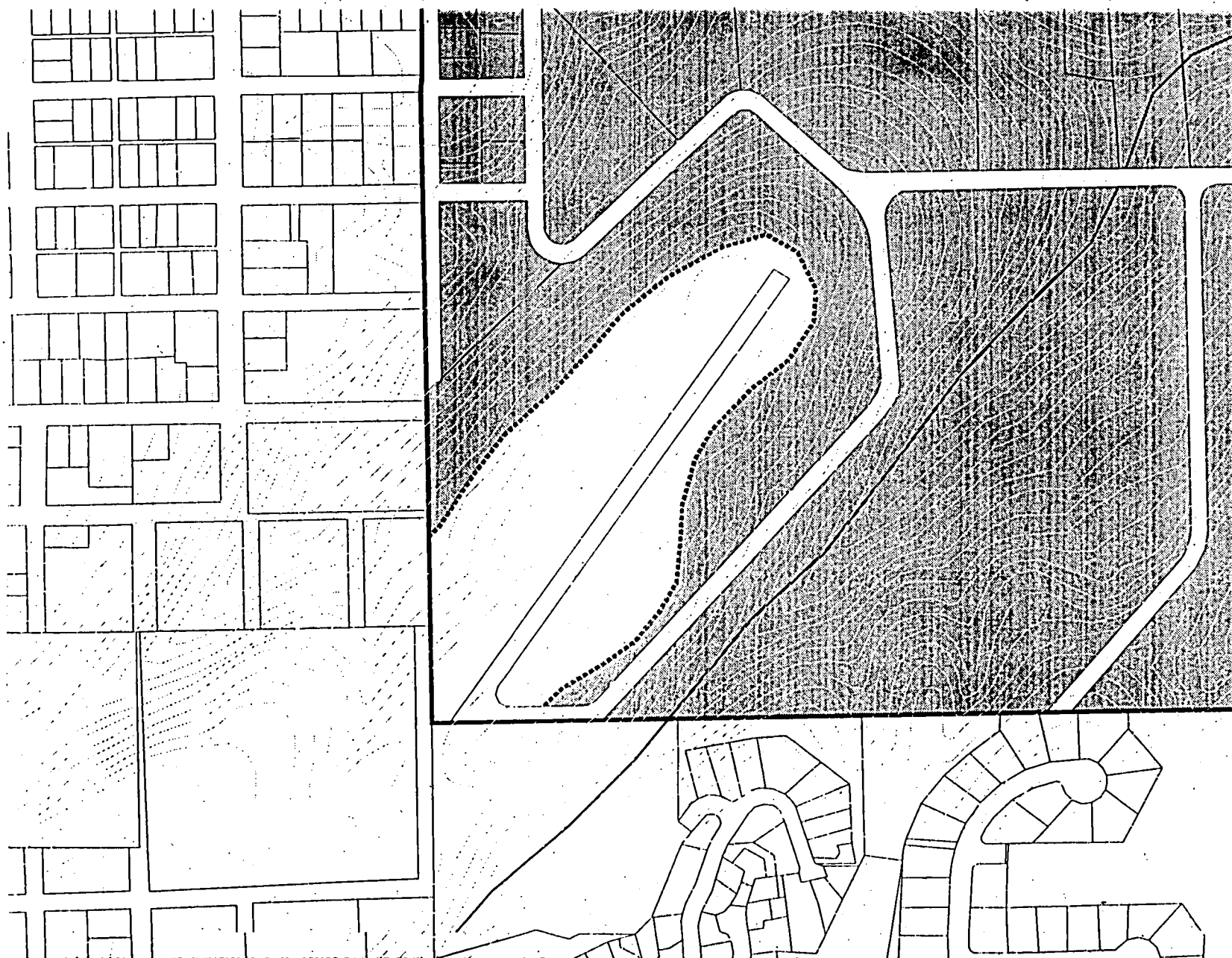
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MAP #21

Acres	EFU Acres
11.67	10.189







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MAP #22

Acres	EFU Acres
375.12	51.010









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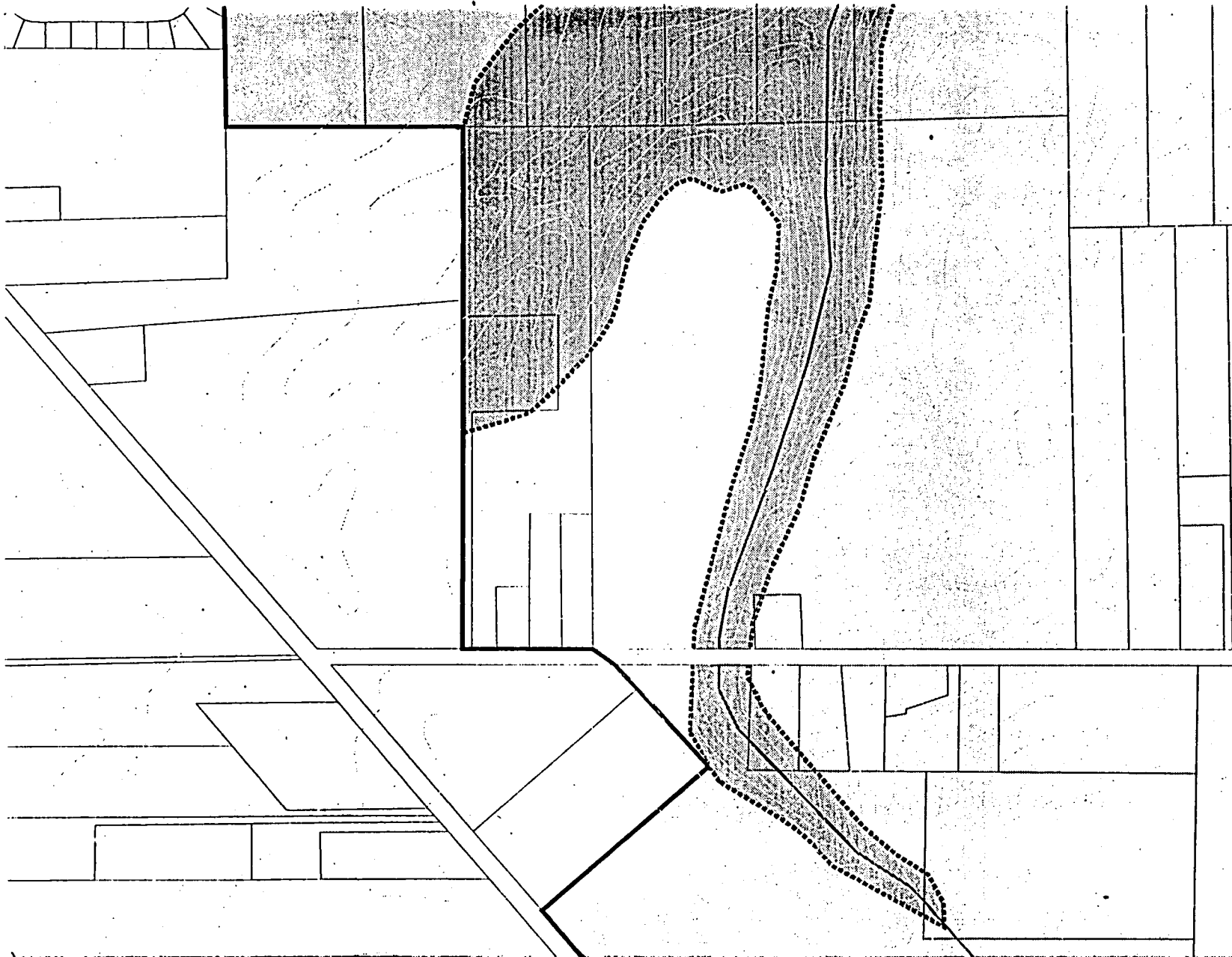
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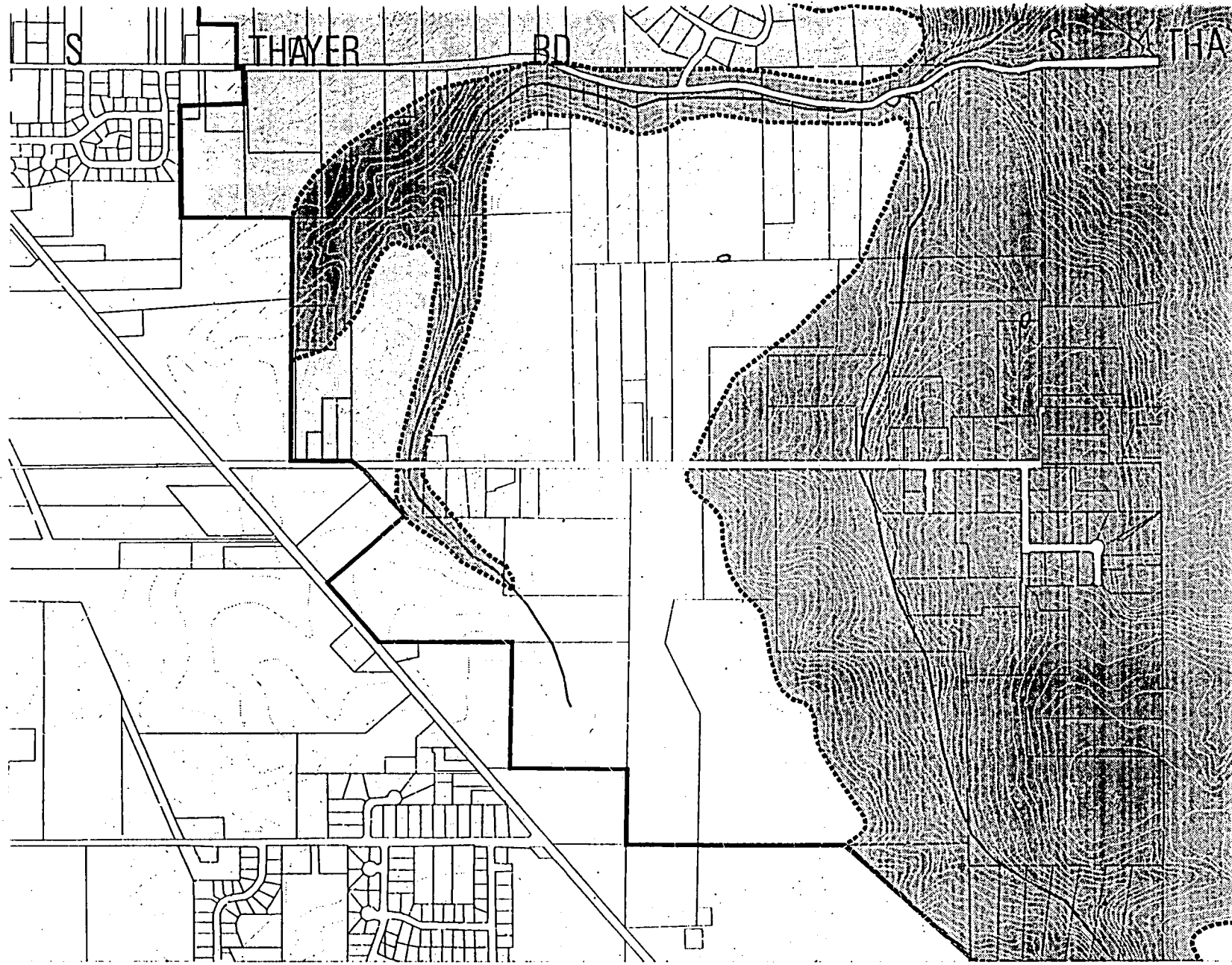
MAP #23

Acres	EFU Acres
22.66	0.000









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MAP #24

Acres EFU Acres
 243.71 31.252







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95418/dtsurites.aml, plot date: July 11, 1996

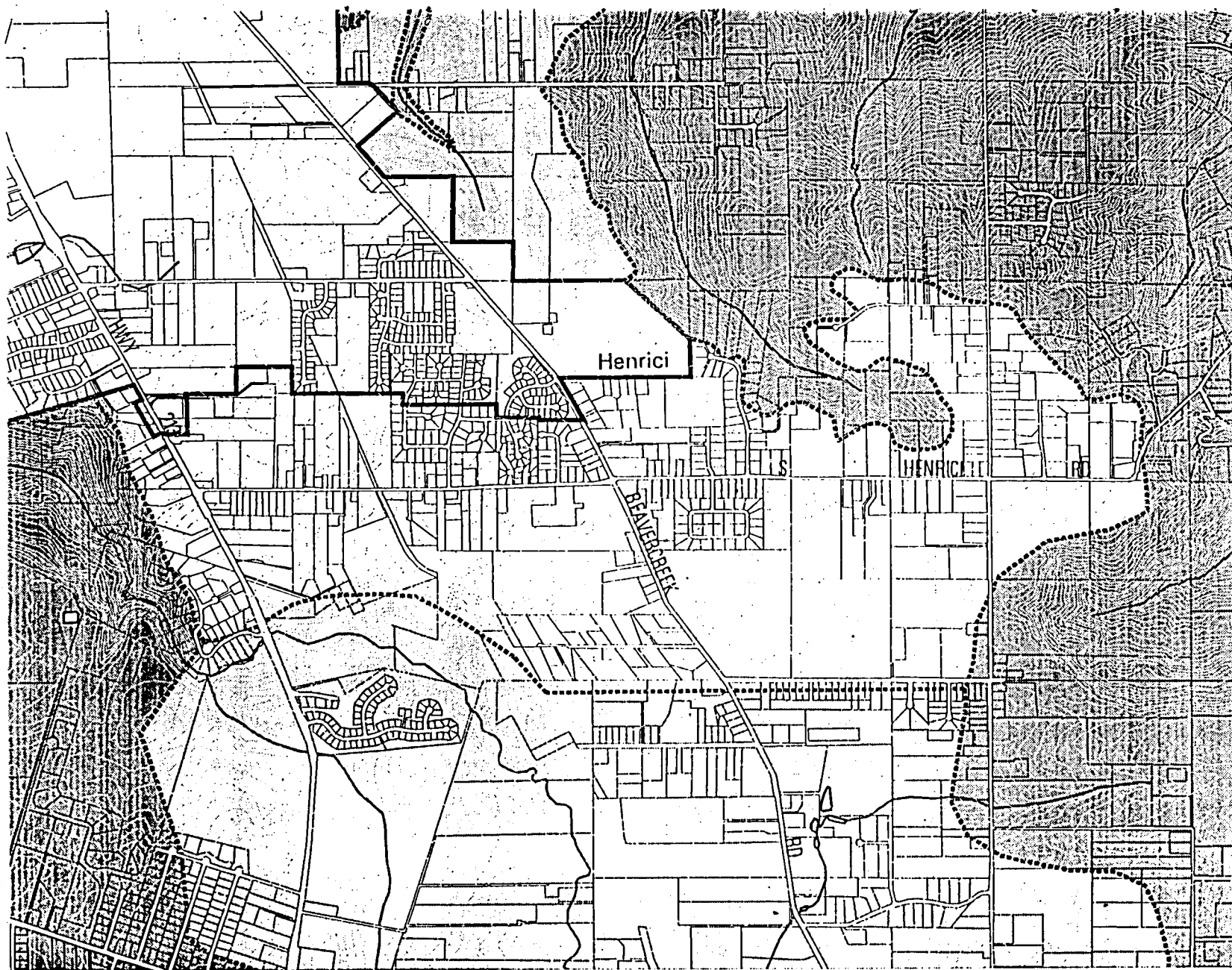
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MAP #25

Acres	EFU Acres
1027.10	38.211









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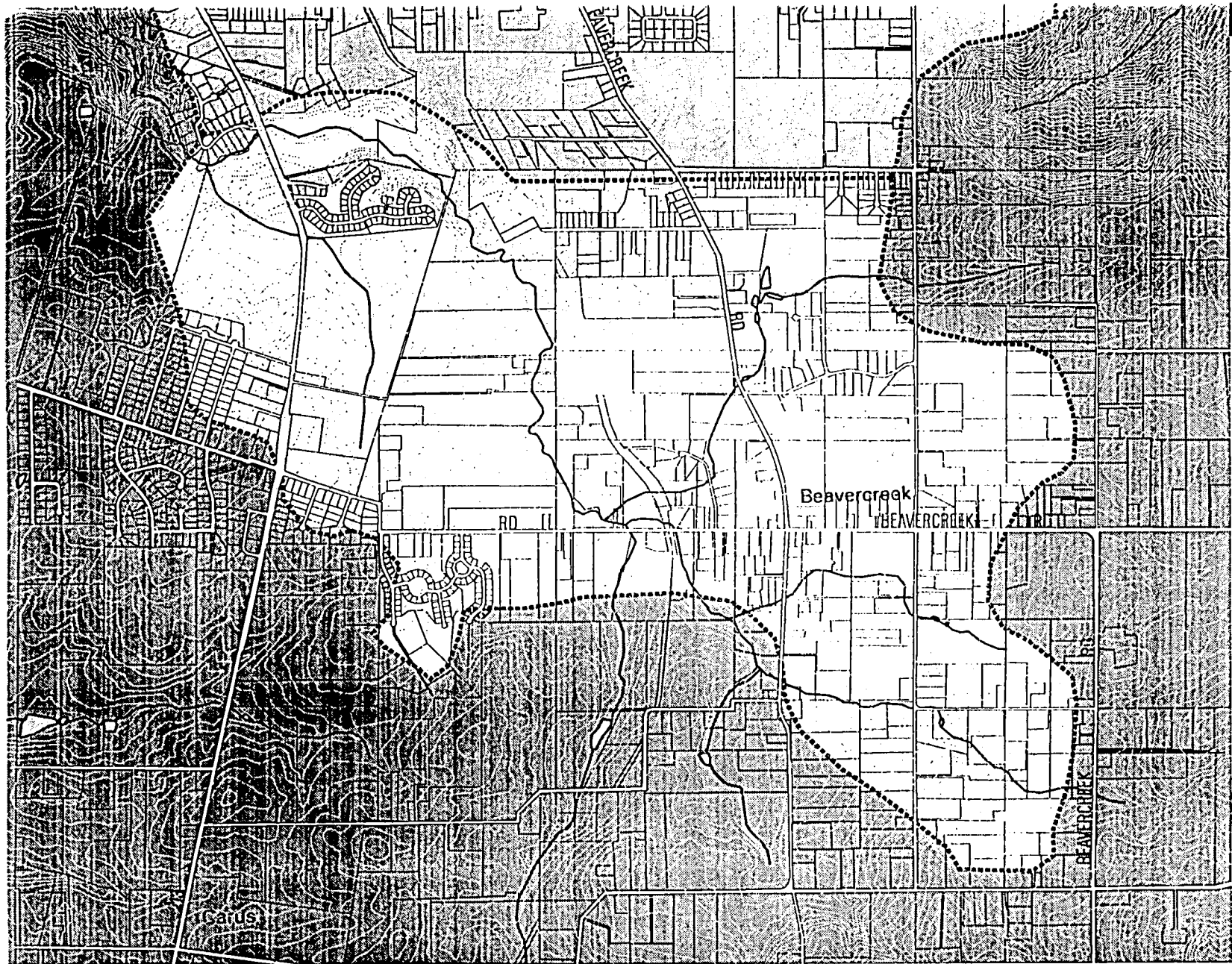
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MAP #26

Acres EFU Acres
194749 0.186







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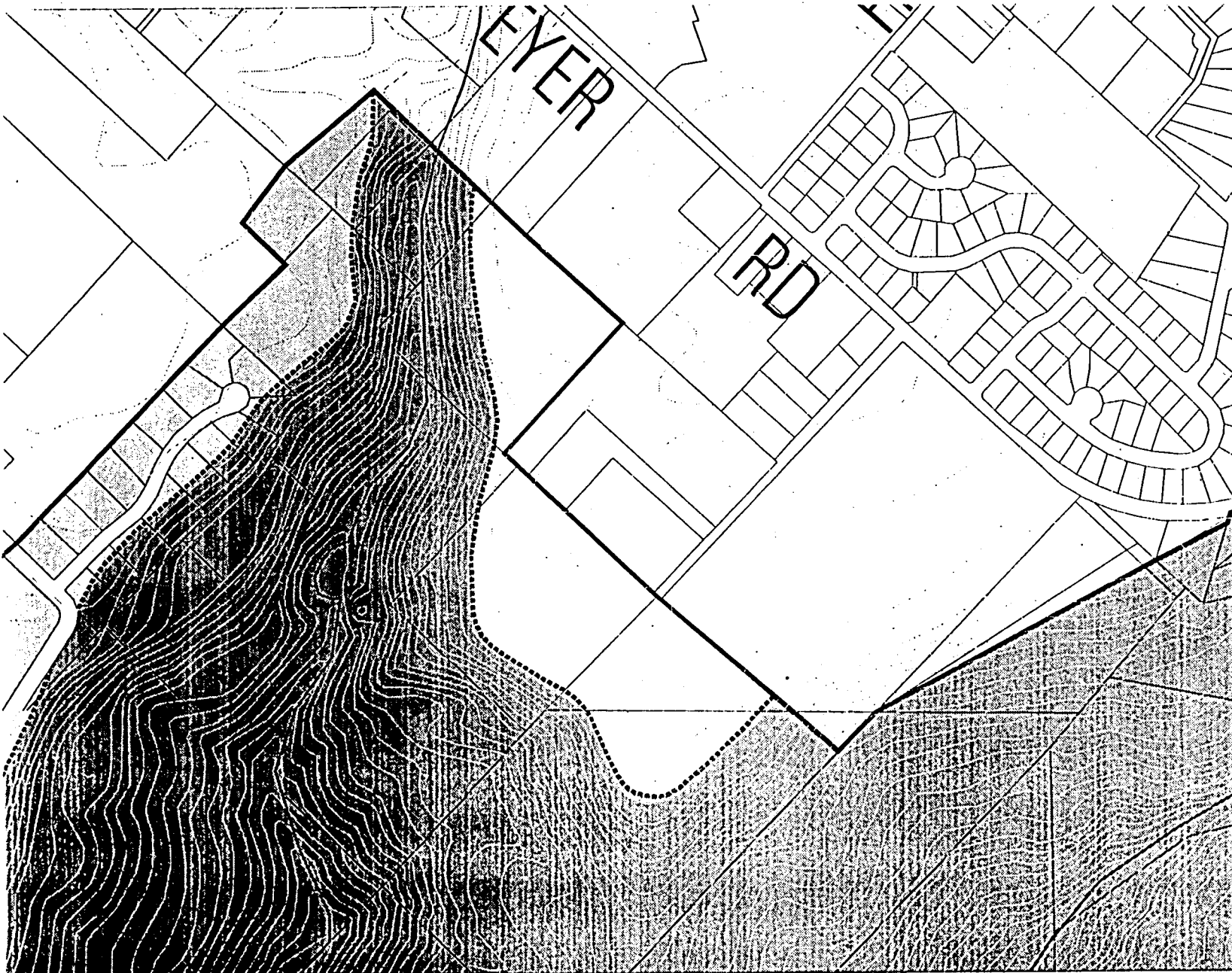
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MAP #27







Acres	EFU Acres
18.75	13.110

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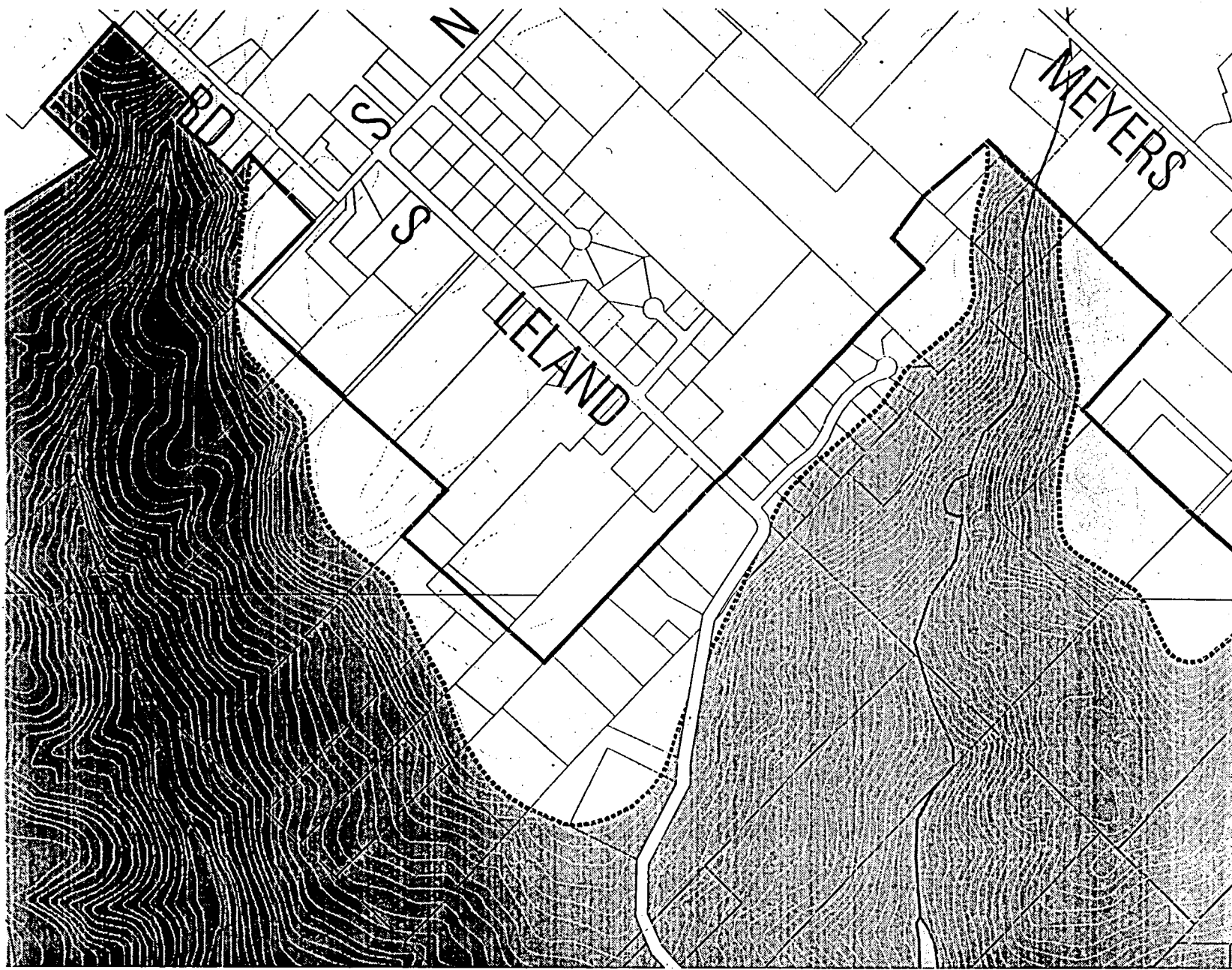
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MAP #28

Acres EFU Acres
55.06 50.823







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95418/pltsmsites.aerial, plot date: July 11, 1996

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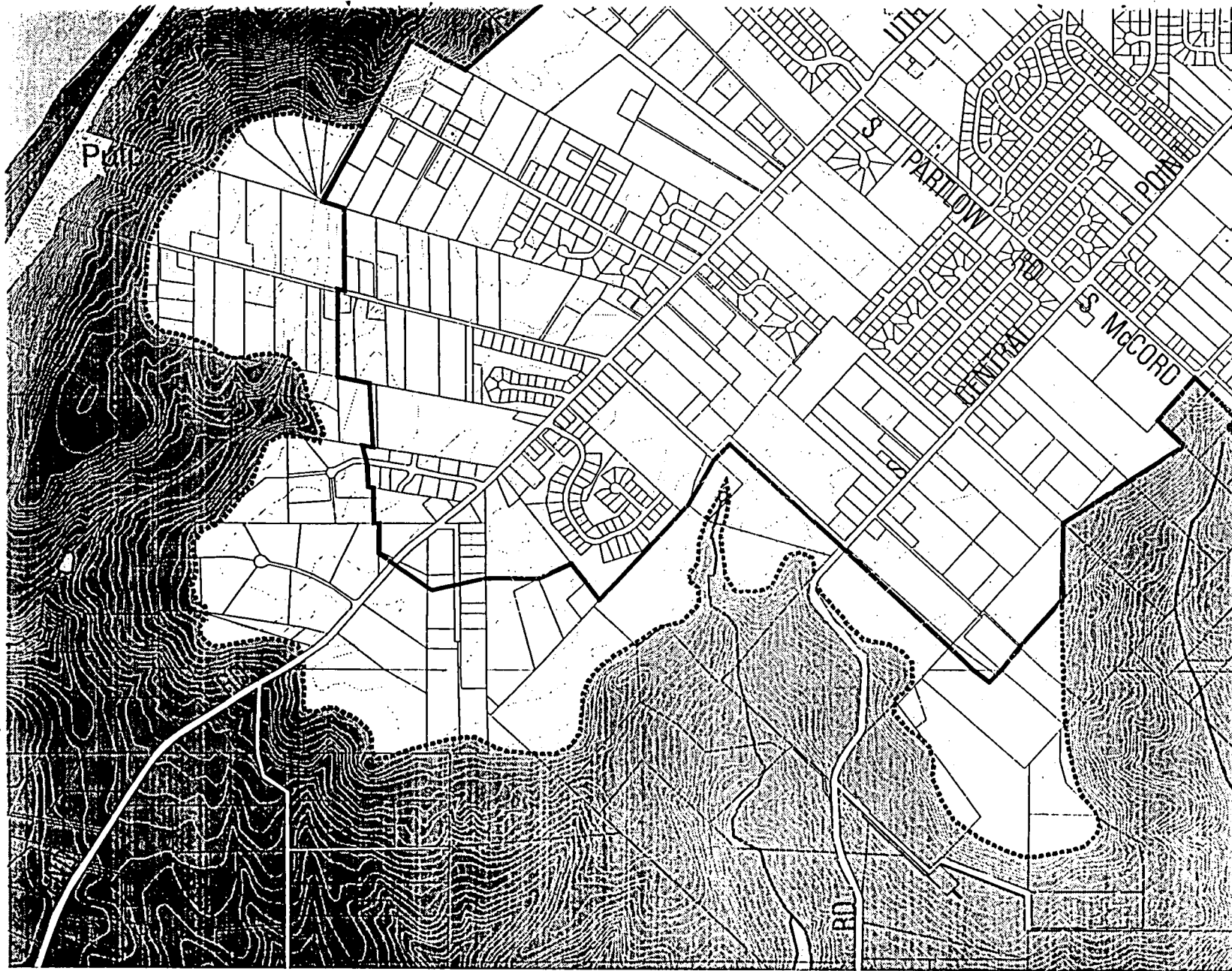
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-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #29

Acres	EFU Acres
322.17	133.830







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v5-t18/p12am10es.aerial, plot date: July 11, 1996

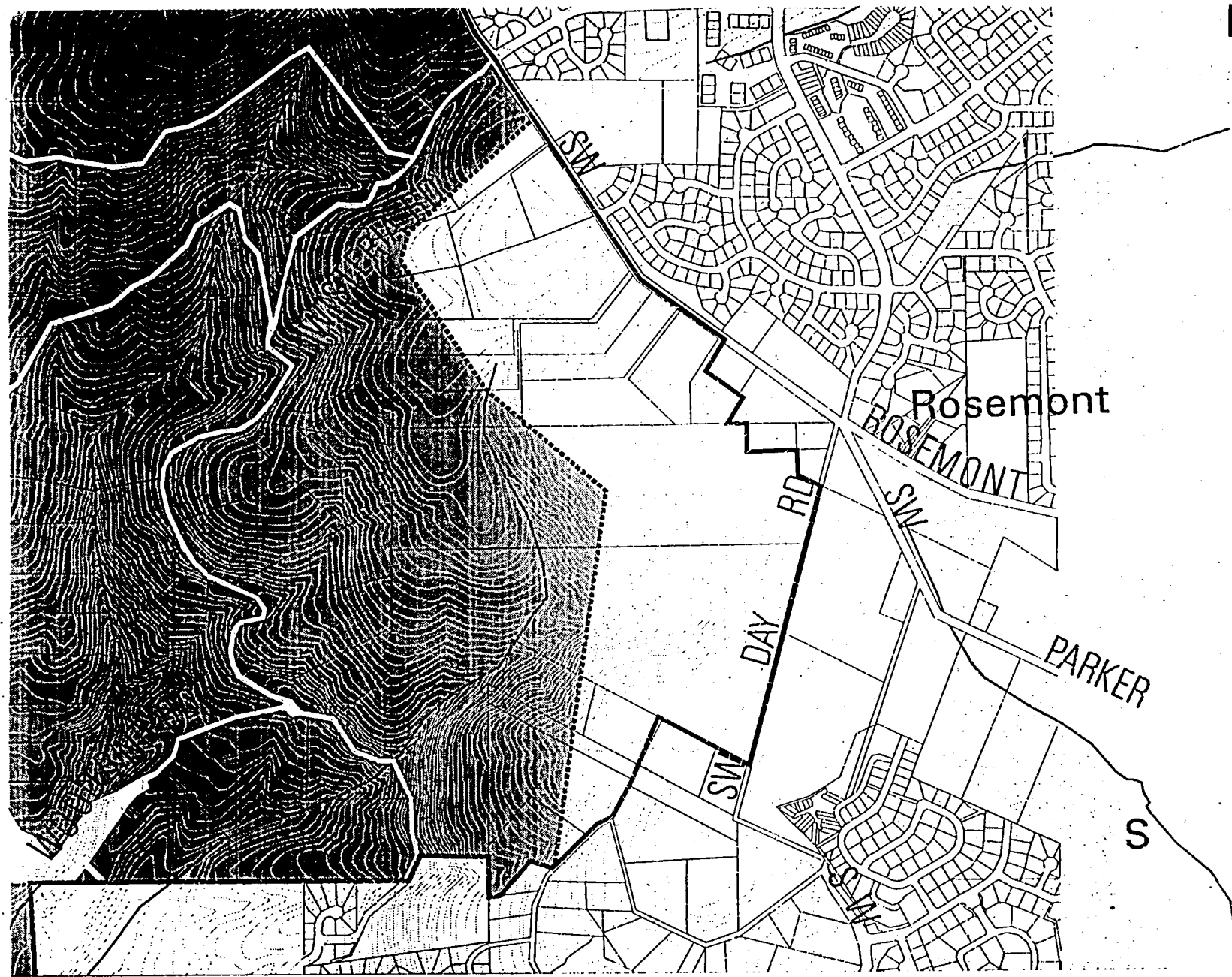
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MAP #30

Acres	EFU Acres
138.74	0.000









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95418/plansites.aml, plot date: July 11, 1996

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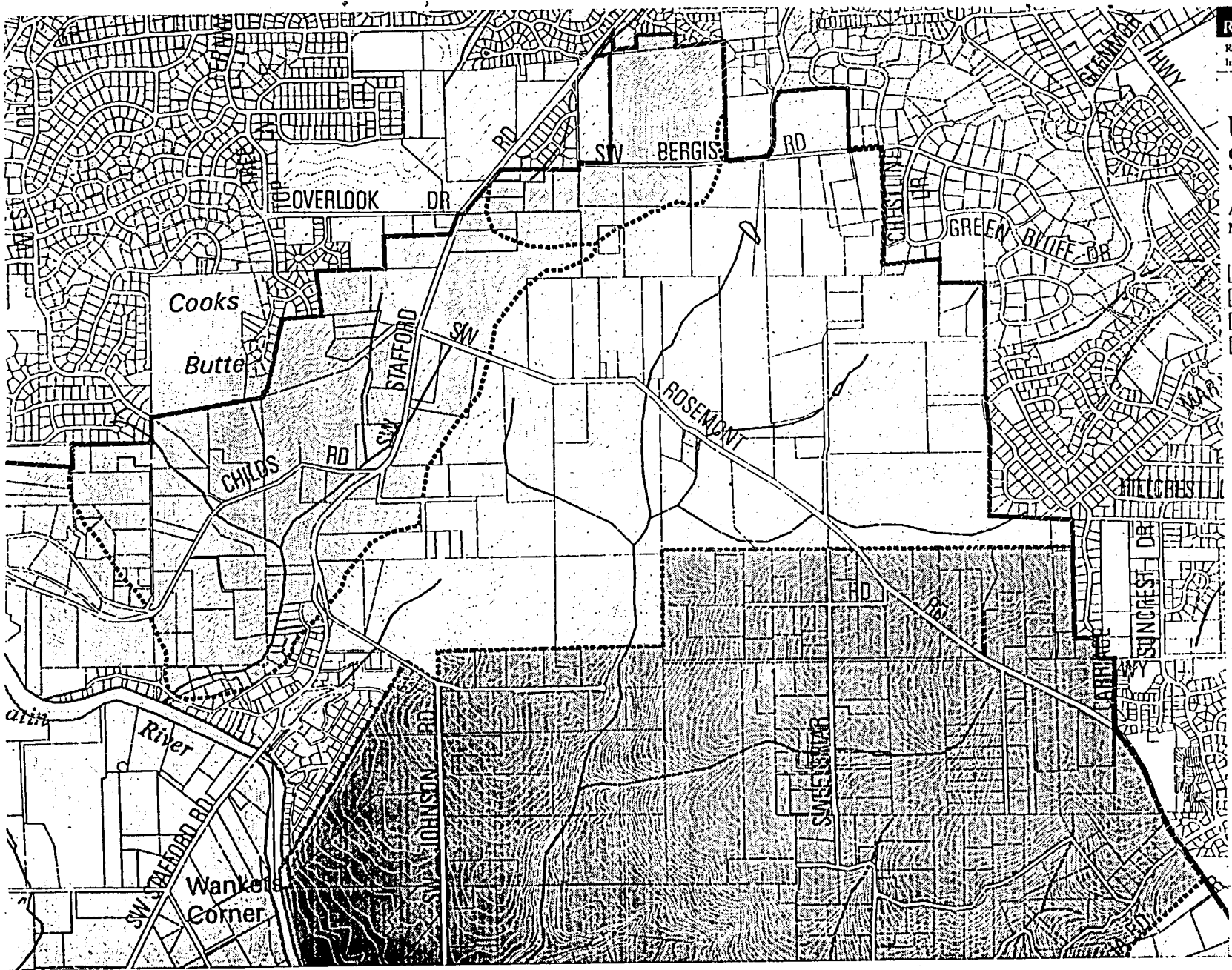
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MAP #31

Acres EFU Acres
735.59 615.843







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95419/plansite.mxd, plot date: July 11, 1996

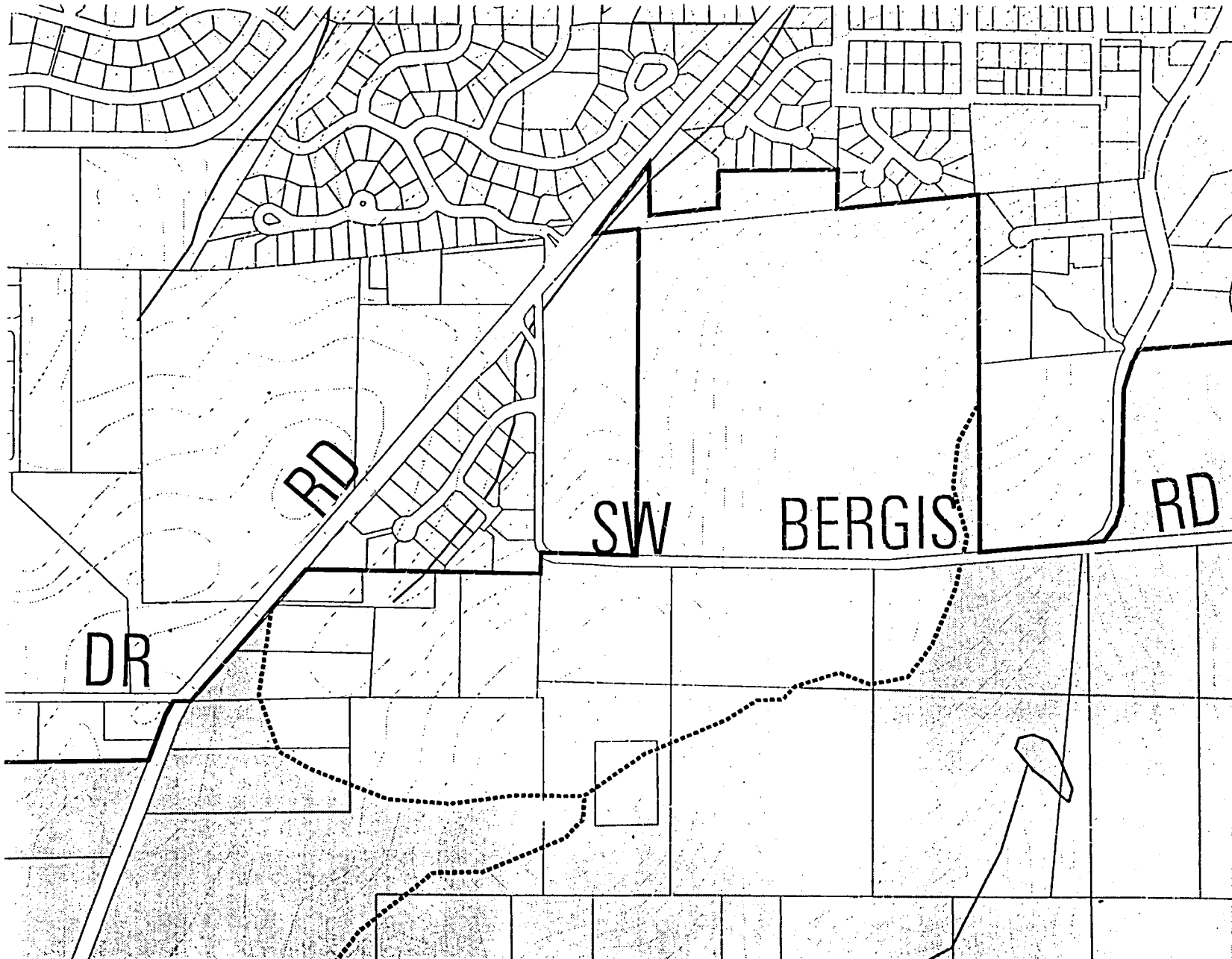
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-  Outside UGB and URSA's
-  Specific Study Area
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MAP #32

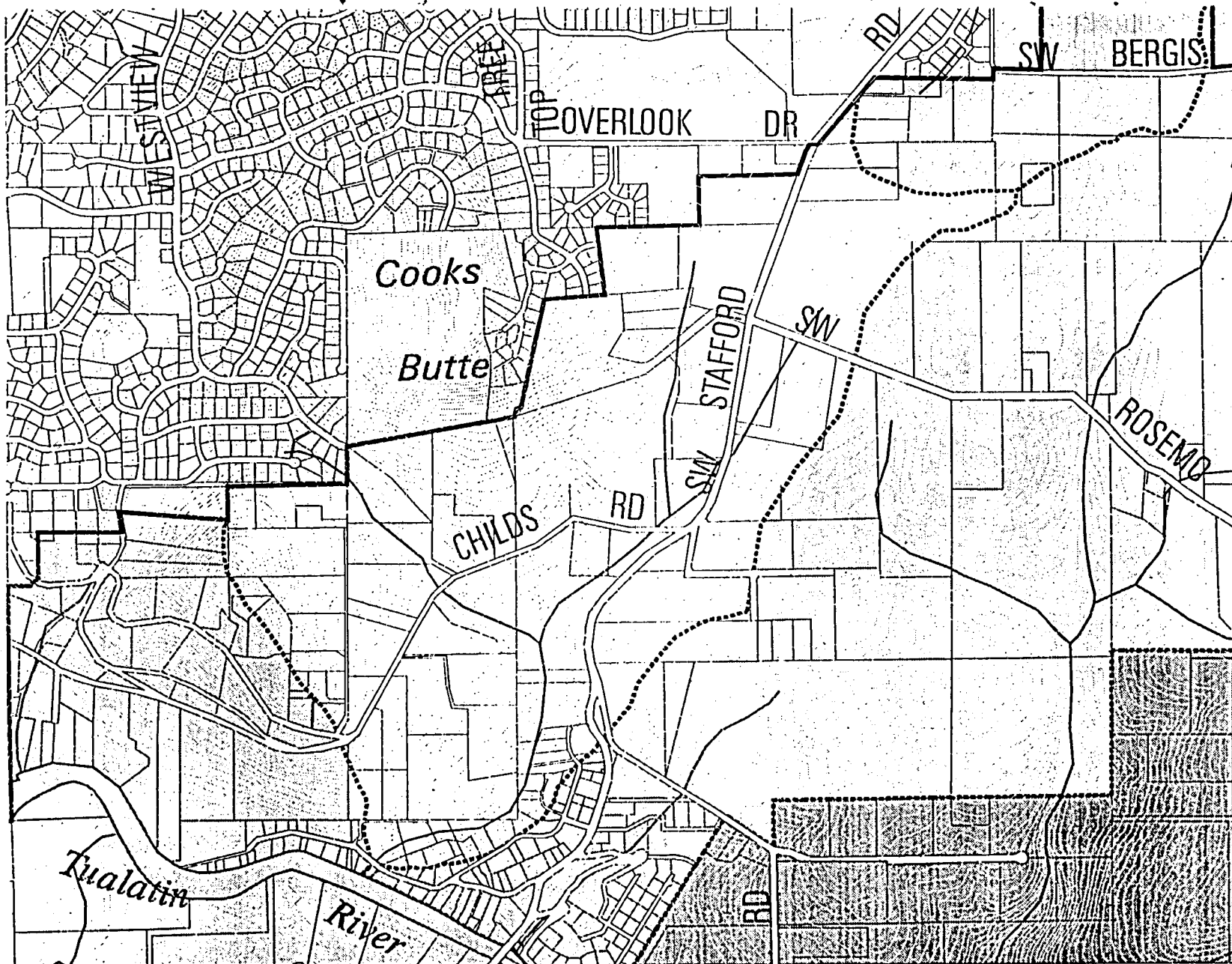
Acres	EFU Acres
8746	76.173



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95418/pltanites.aml, plot date: July 11, 1996



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- Specific Study Area
- Urban Growth Boundary

MAP #33

Acres EFU Acres
338.25 71.761







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95418/ptlan sites.mxd, plot date: July 11, 1996

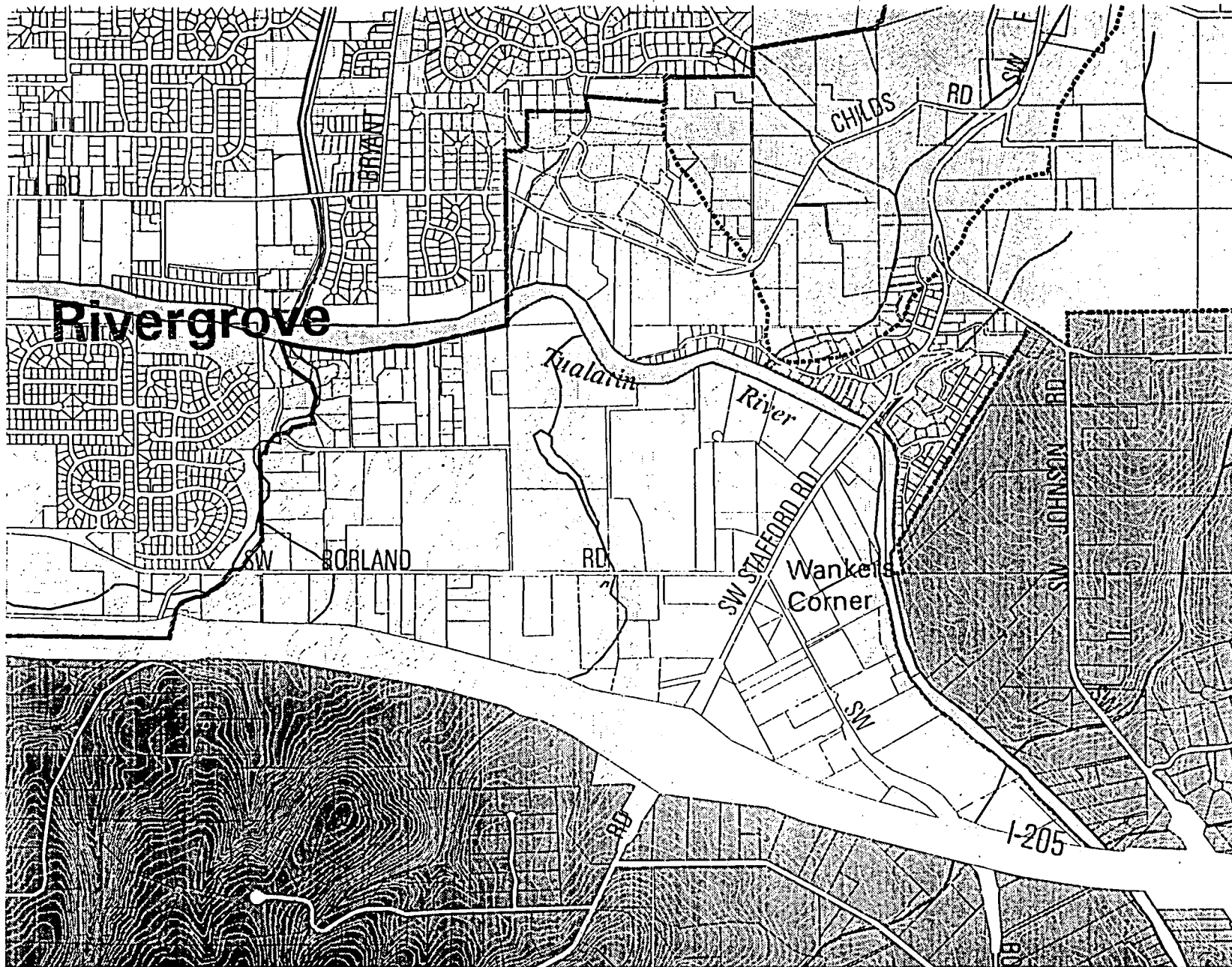
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MAP #34

Acres	EFU Acres
756.45	0.311









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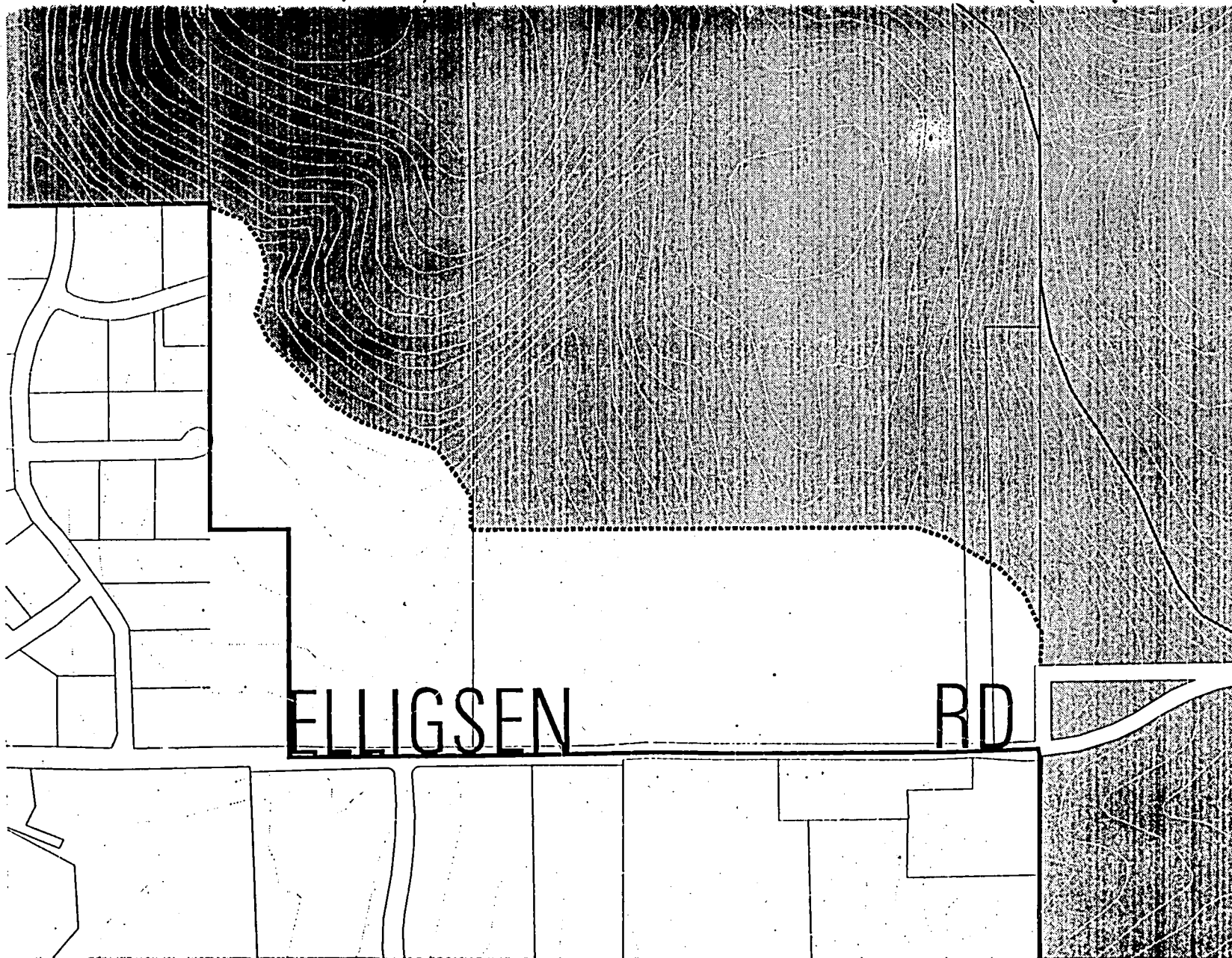
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MAP #35

Acres	EFU Acres
47.98	1.491









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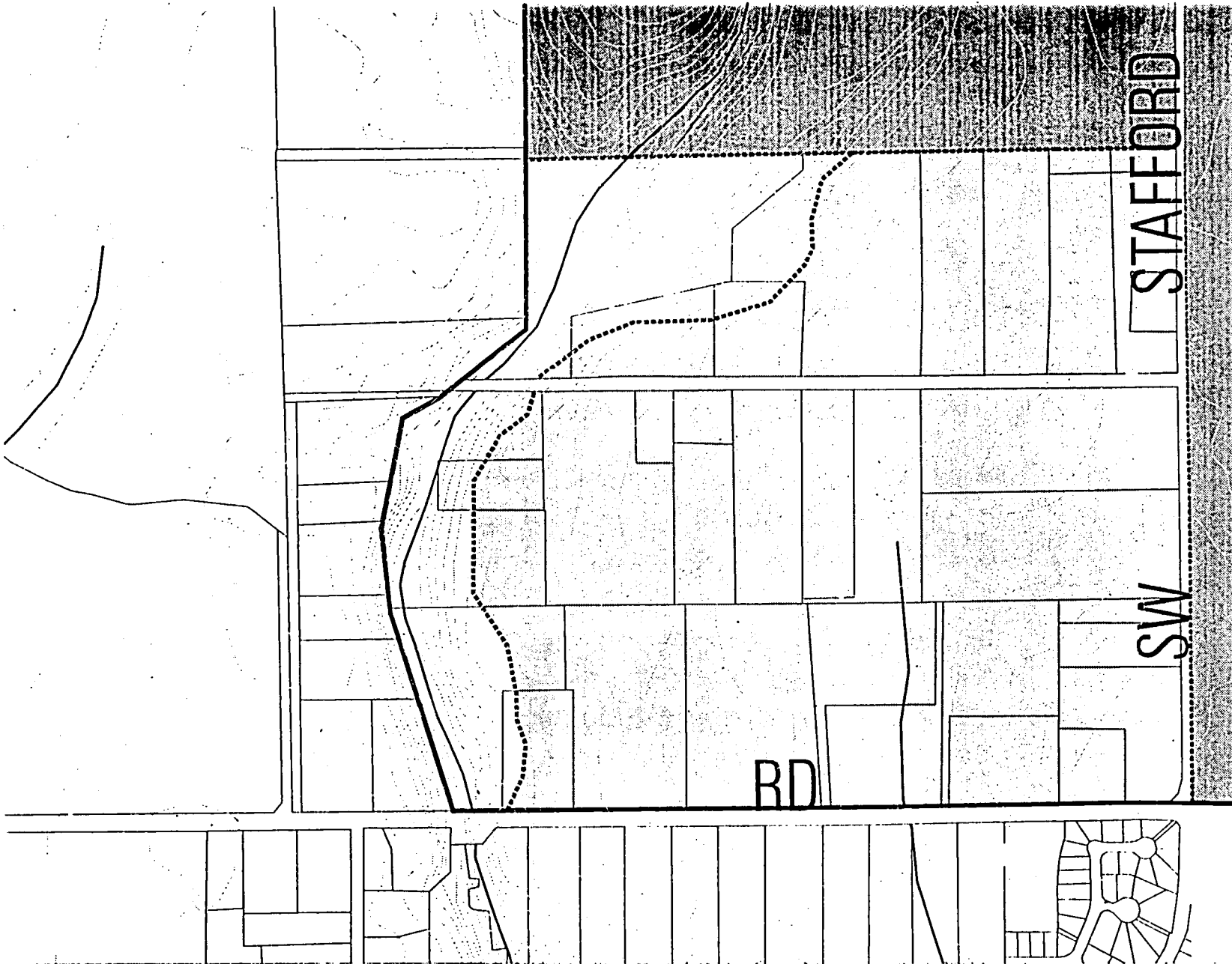
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MAP #36

Acres	EFU Acres
33.21	0.000









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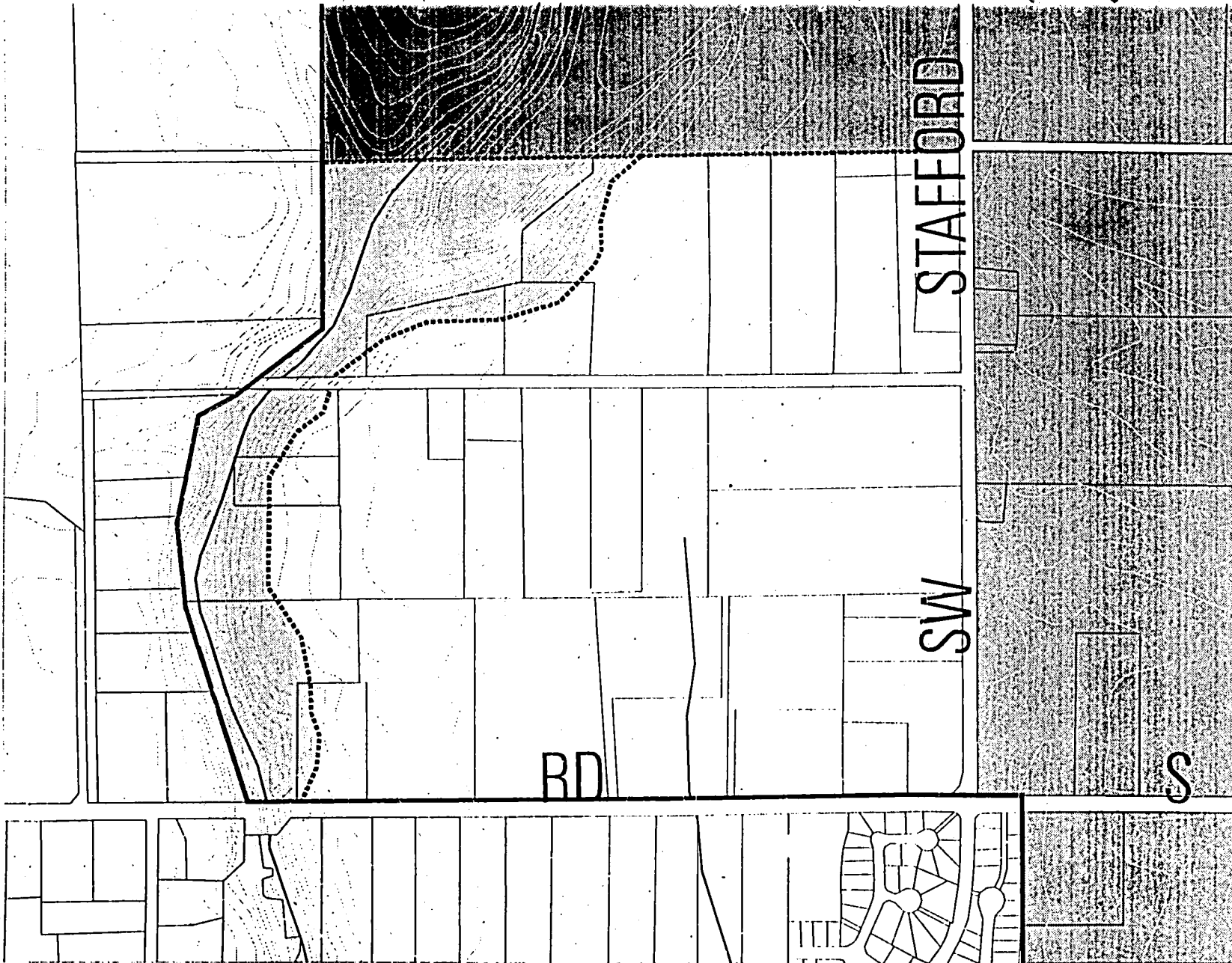
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MAP #37

Acres	EFU Acres
145.50	0.000









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-  Outside UGB and URSA's
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-  Urban Growth Boundary

MAP #38







Acres	EFU Acres
41.71	41.069

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MAP #39

Acres EFU Acres
13.22 10.624









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Urban Reserve Study Areas

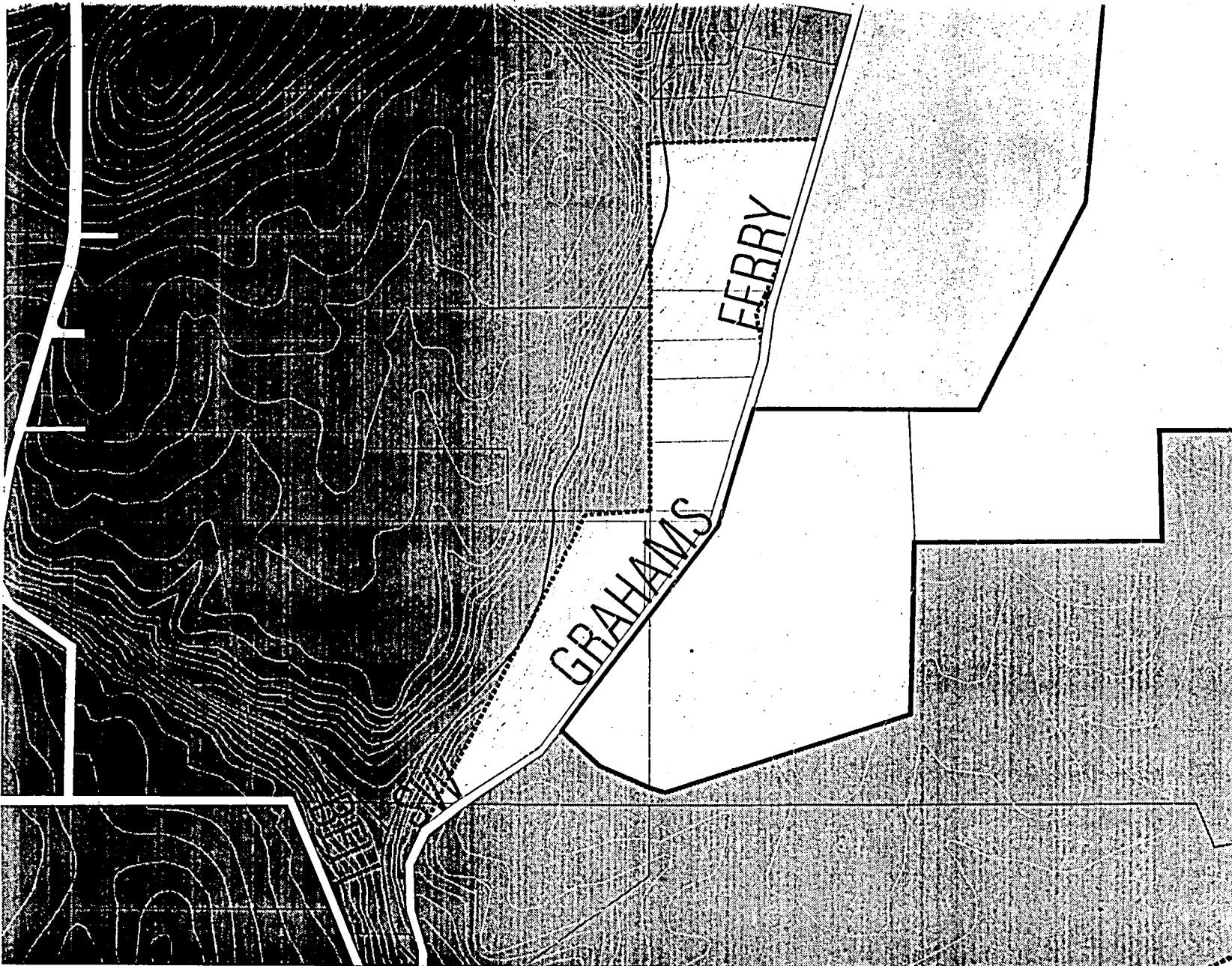
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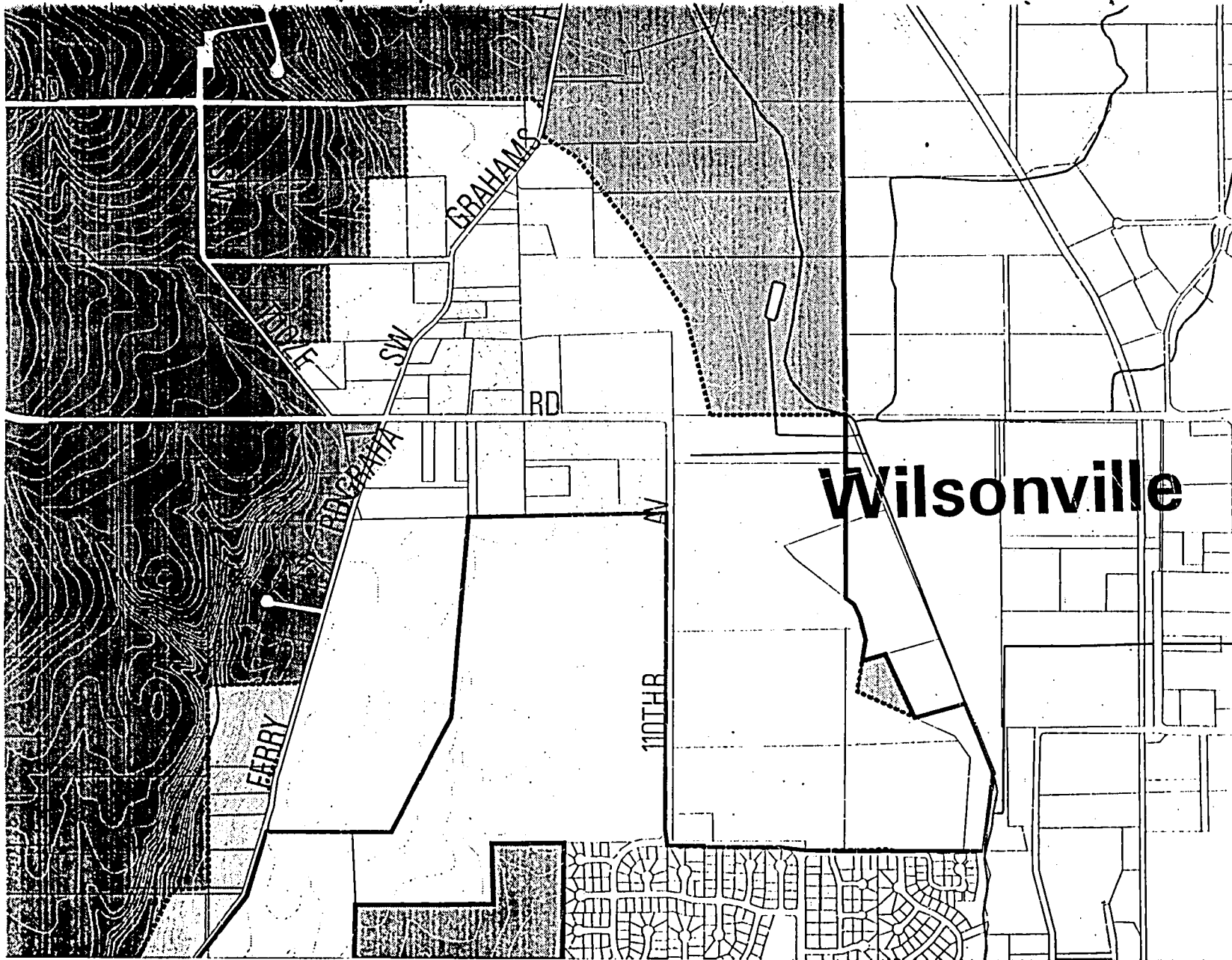
-  This Map's URSA
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MAP #40

Acres	EFU Acres
35.51	.11.929

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- Other URSA's
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- Specific Study Area
- Urban Growth Boundary

MAP #41

Acres EFU Acres
418.64 284.560







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-  Outside UGB and URSA's
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-  Urban Growth Boundary

MAP #42

Acres EFU Acres
243.21 0.000







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95418/plumsites.aml, plot date: July 11, 1996

Urban Reserve Study Areas

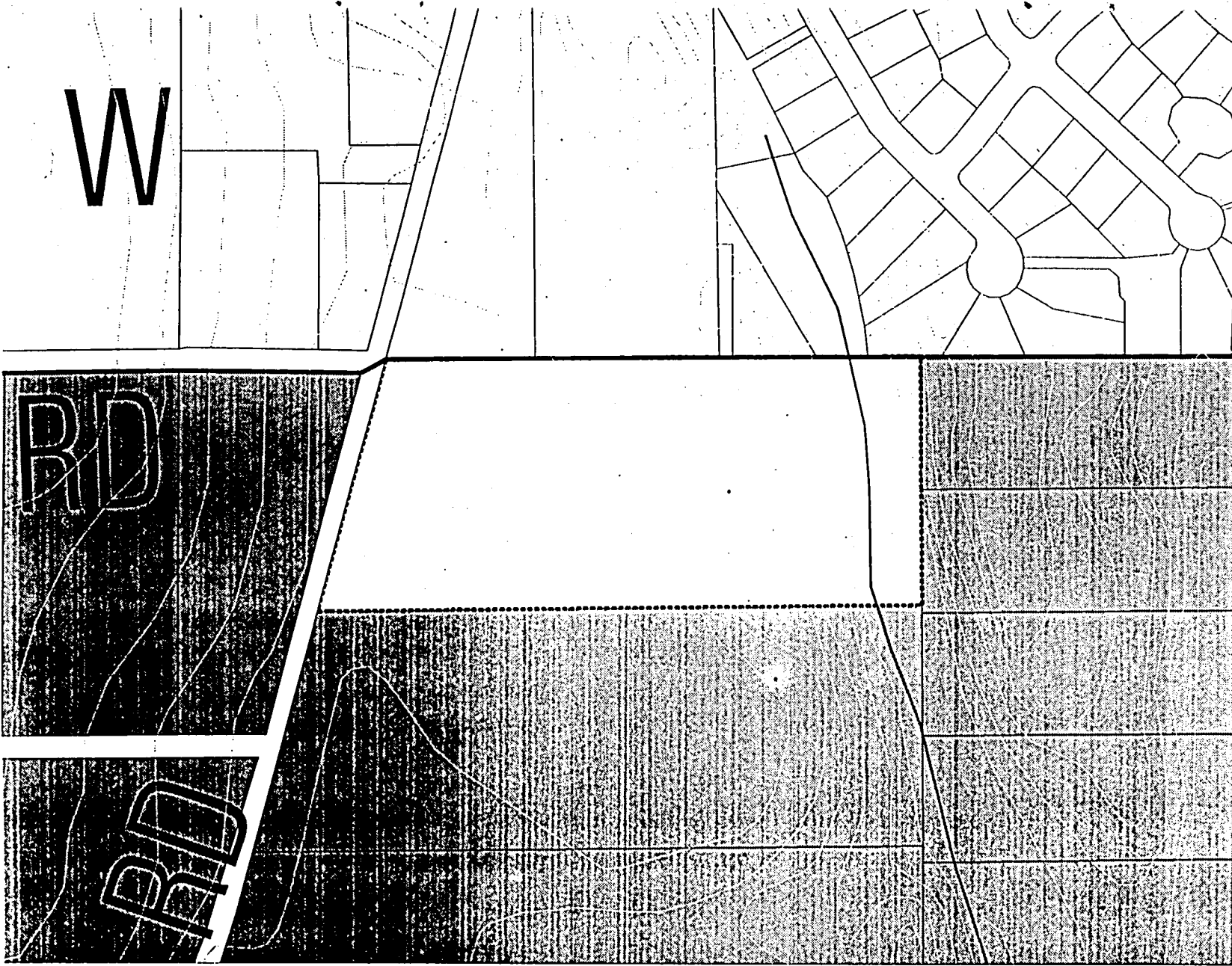
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-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #43







Acres	EFU Acres
10.74	0.000

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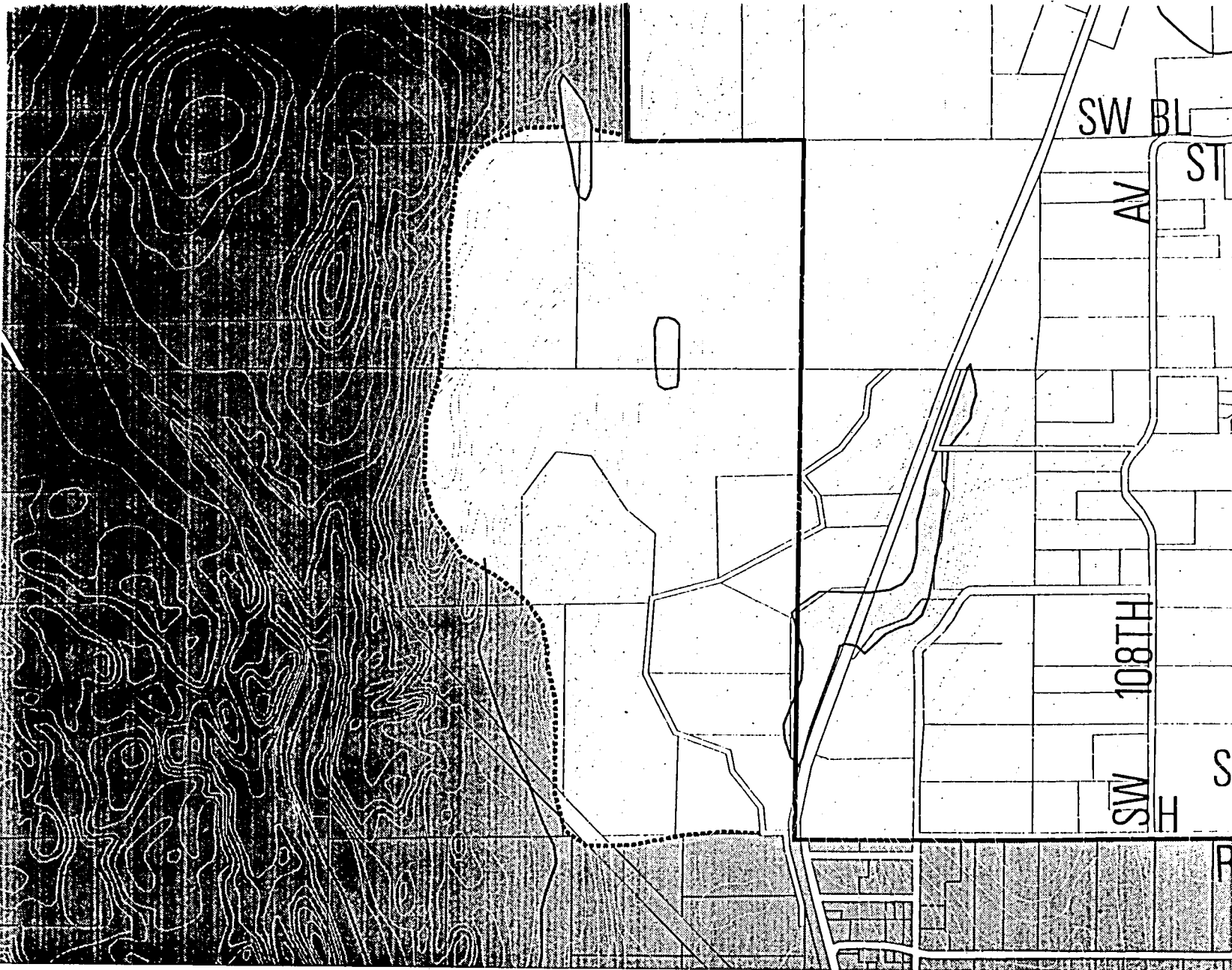
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-  This Map's URSA
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MAP #44

Acres	EFU Acres
162.20	114.259







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v5418/ptlansites.aeml, plot date: July 11, 1996

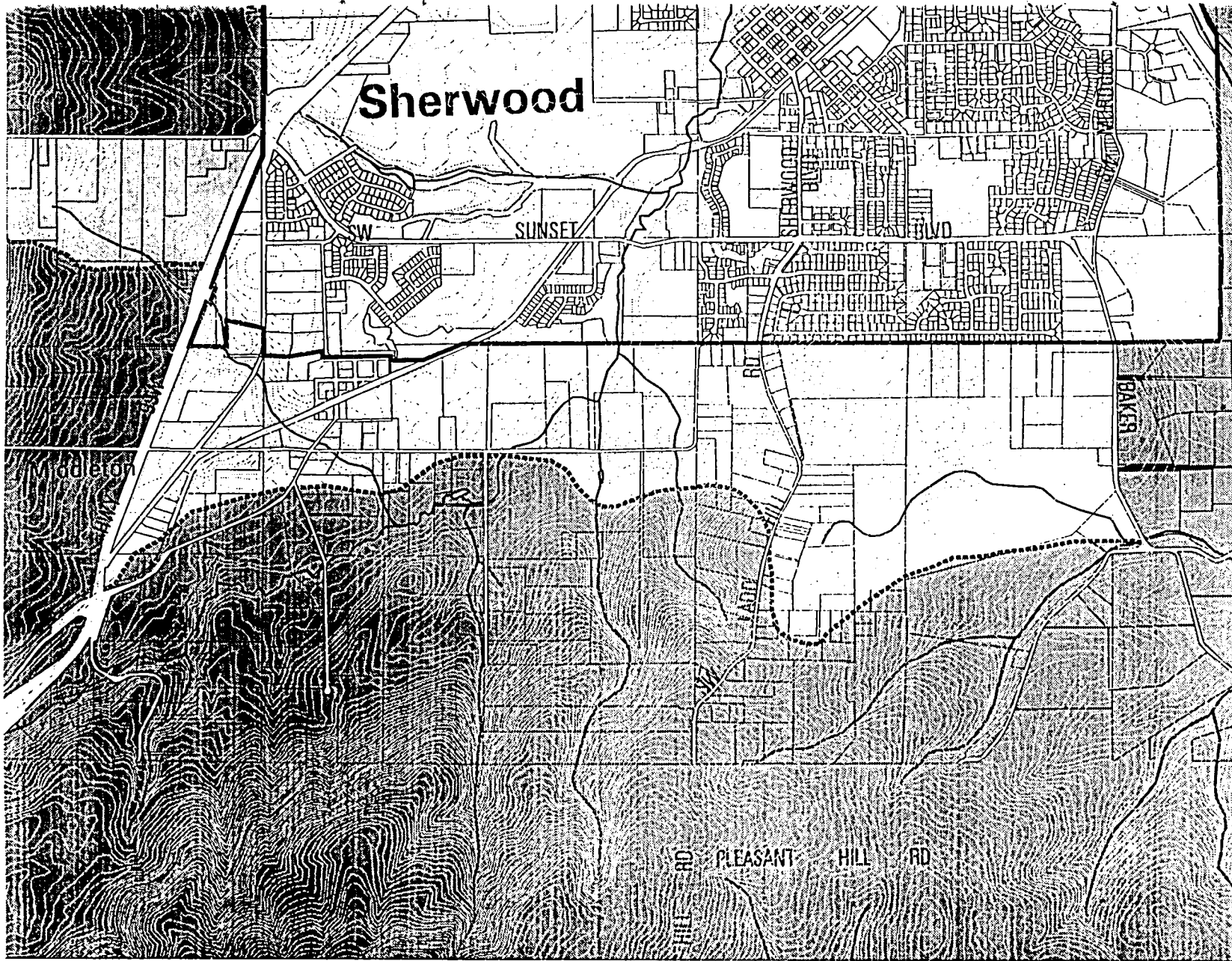
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MAP #45

Acres	EFU Acres
631.80	197.204









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95418/plm/urms.aml, plot date: July 11, 1996

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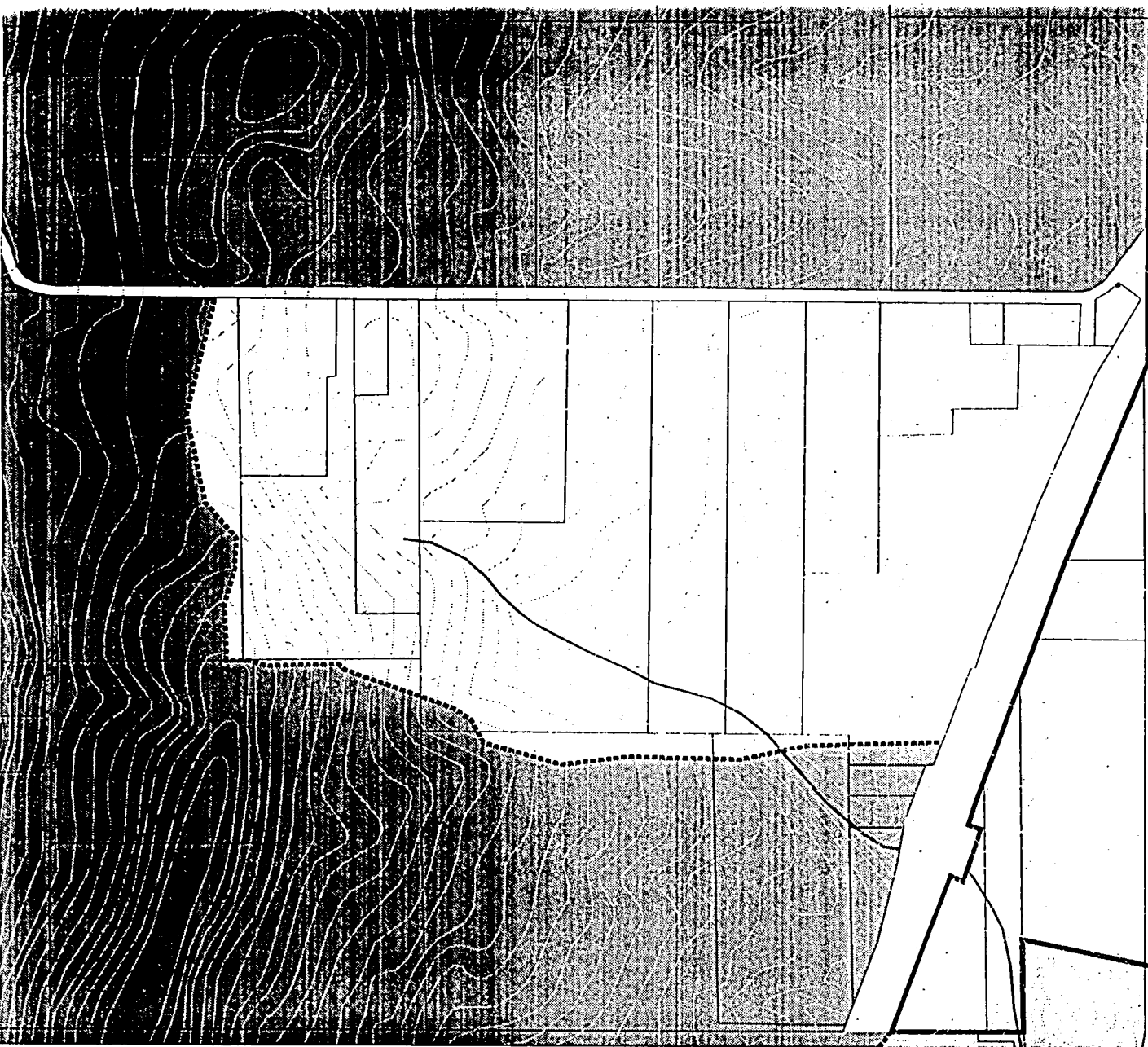
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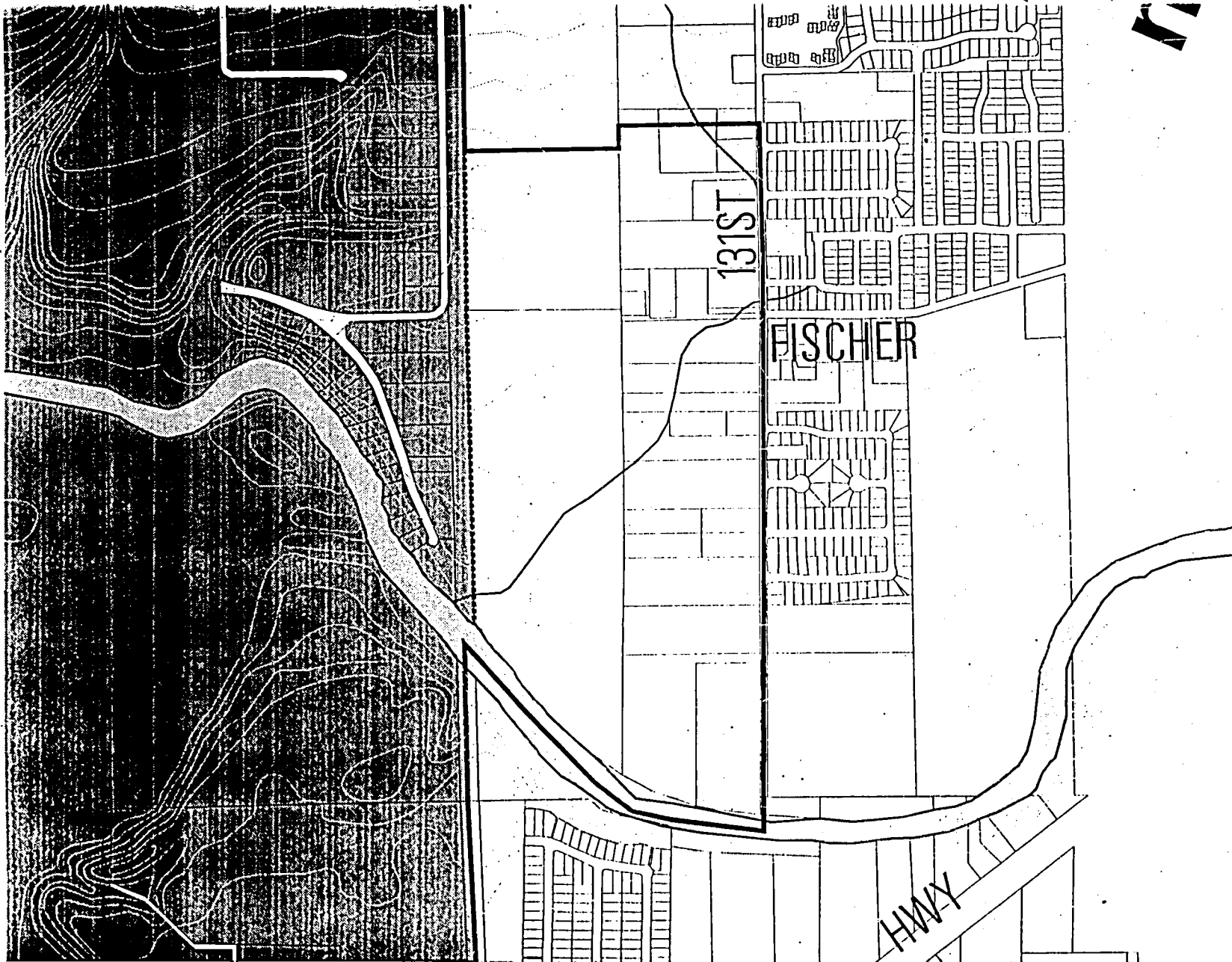
-  This Map's URSA
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MAP #46

Acres	EFU Acres
111.55	5.716







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MAP #47

Acres EFU Acres
12744 0.000







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95-018/pttransivw.aml, plot date: July 11, 1996

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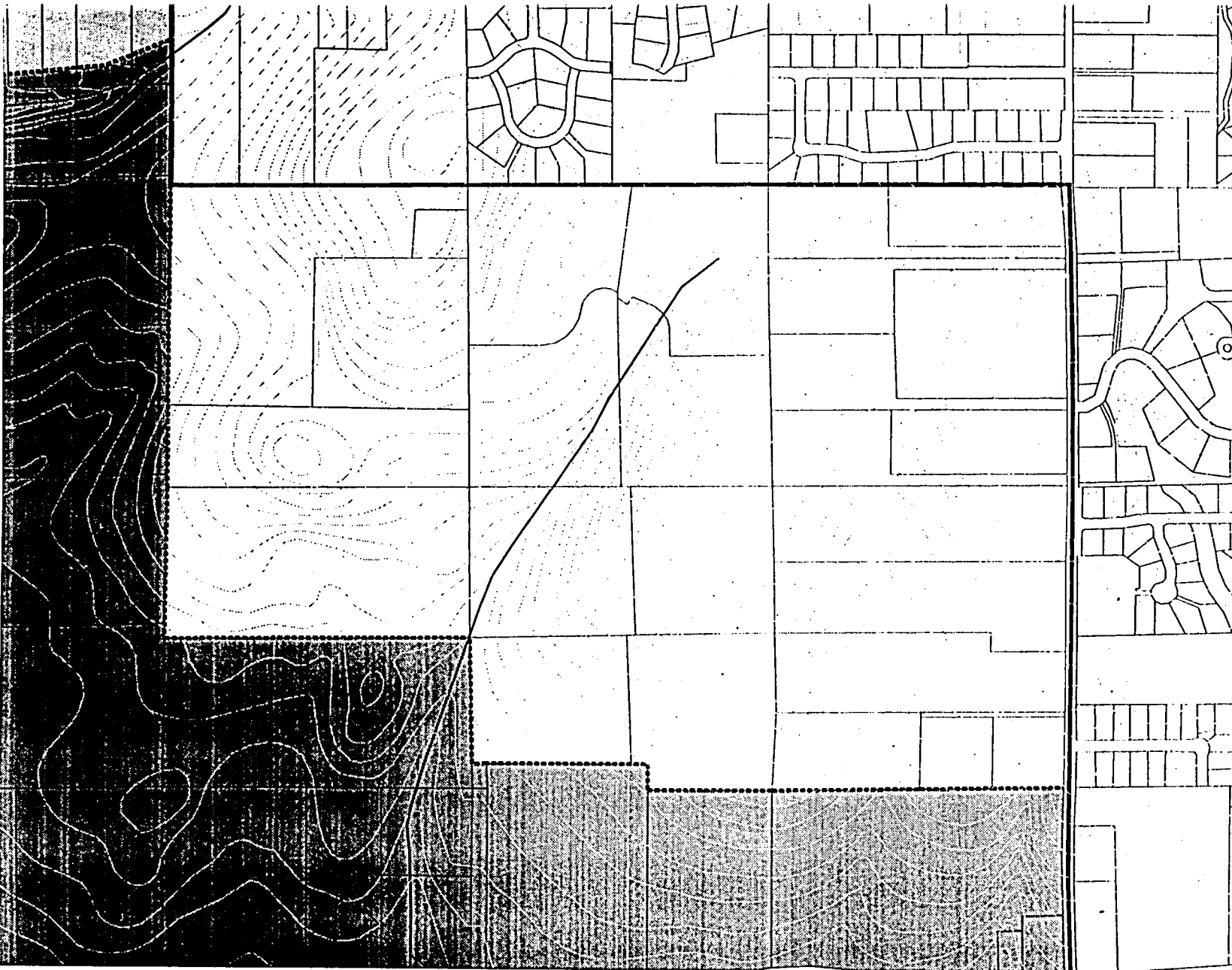
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-  This Map's URSA
-  UCB
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MAP #48

Acres	EFU Acres
218.44	.0000







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95418/plumsites.mxd, plot date: July 11, 1996

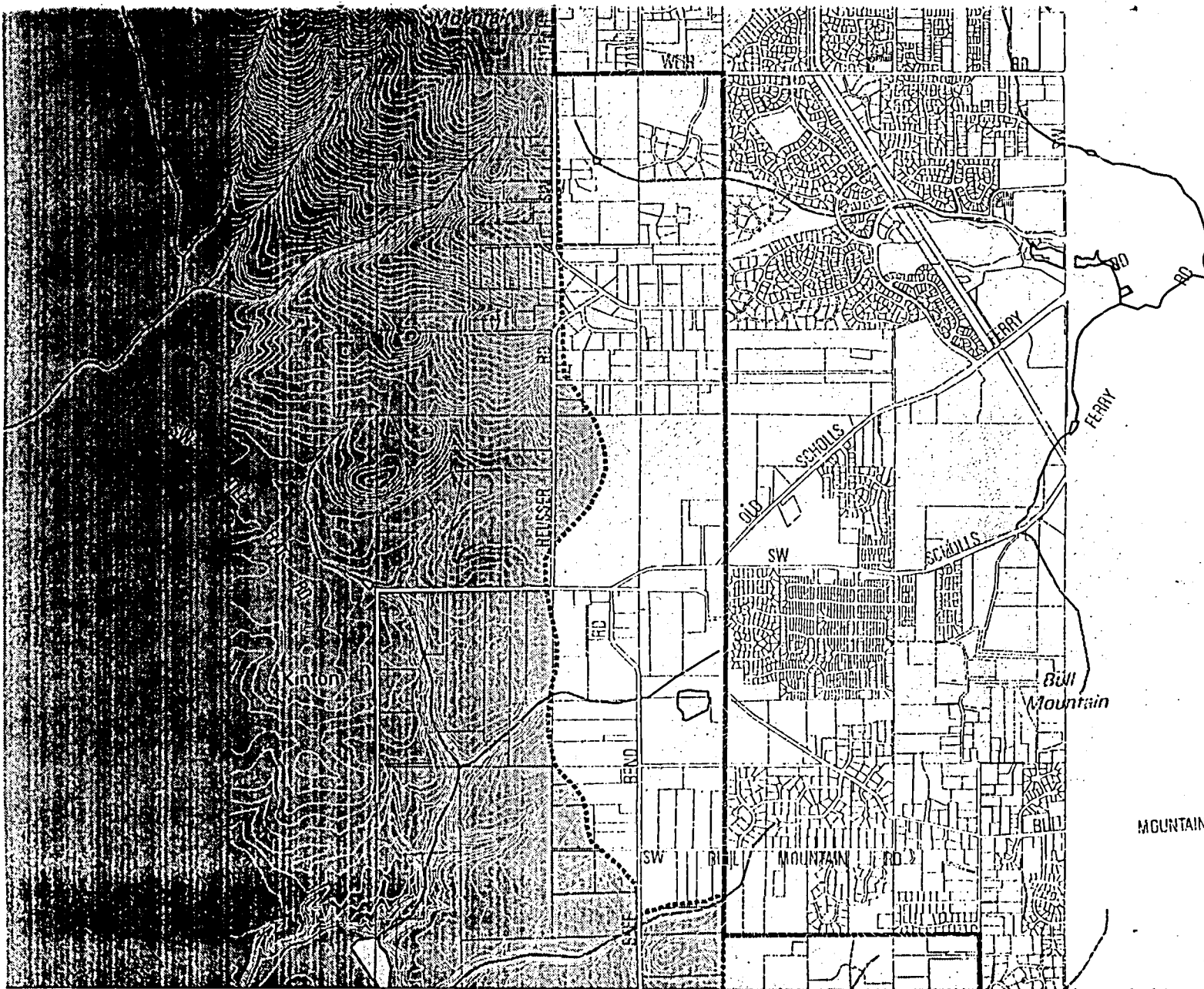
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-  Urban Growth Boundary

MAP #49

Acres	EFU Acres
694.50	138.242



135TH
SW

MOUNTAIN


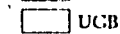
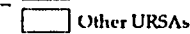
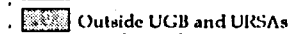
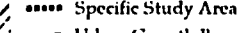

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95419/plnsmetro.aml, plot date: July 11, 1996

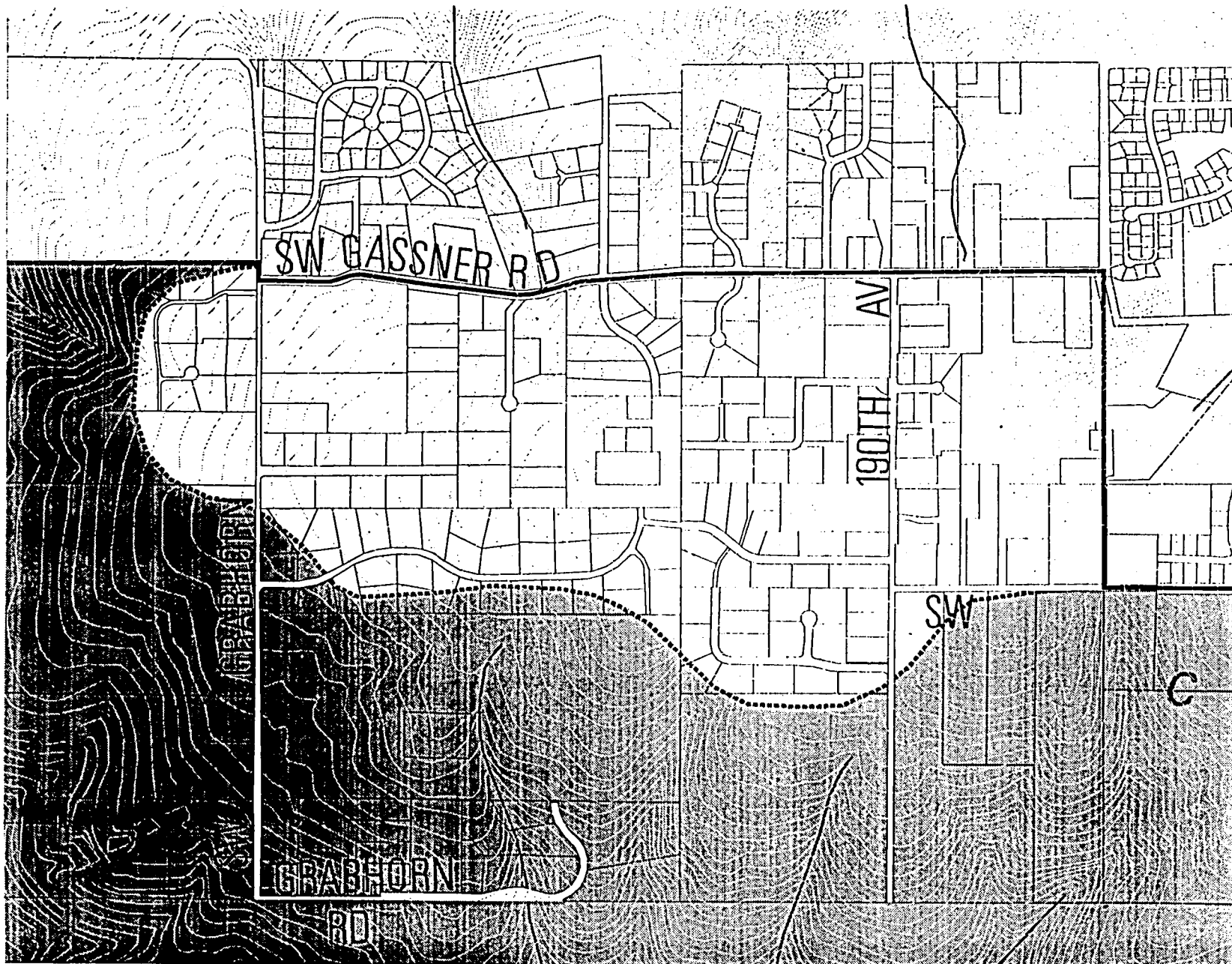
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MAP #50

Acres	EFU Acres
281.82	0.994









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Urban Reserve Study Areas

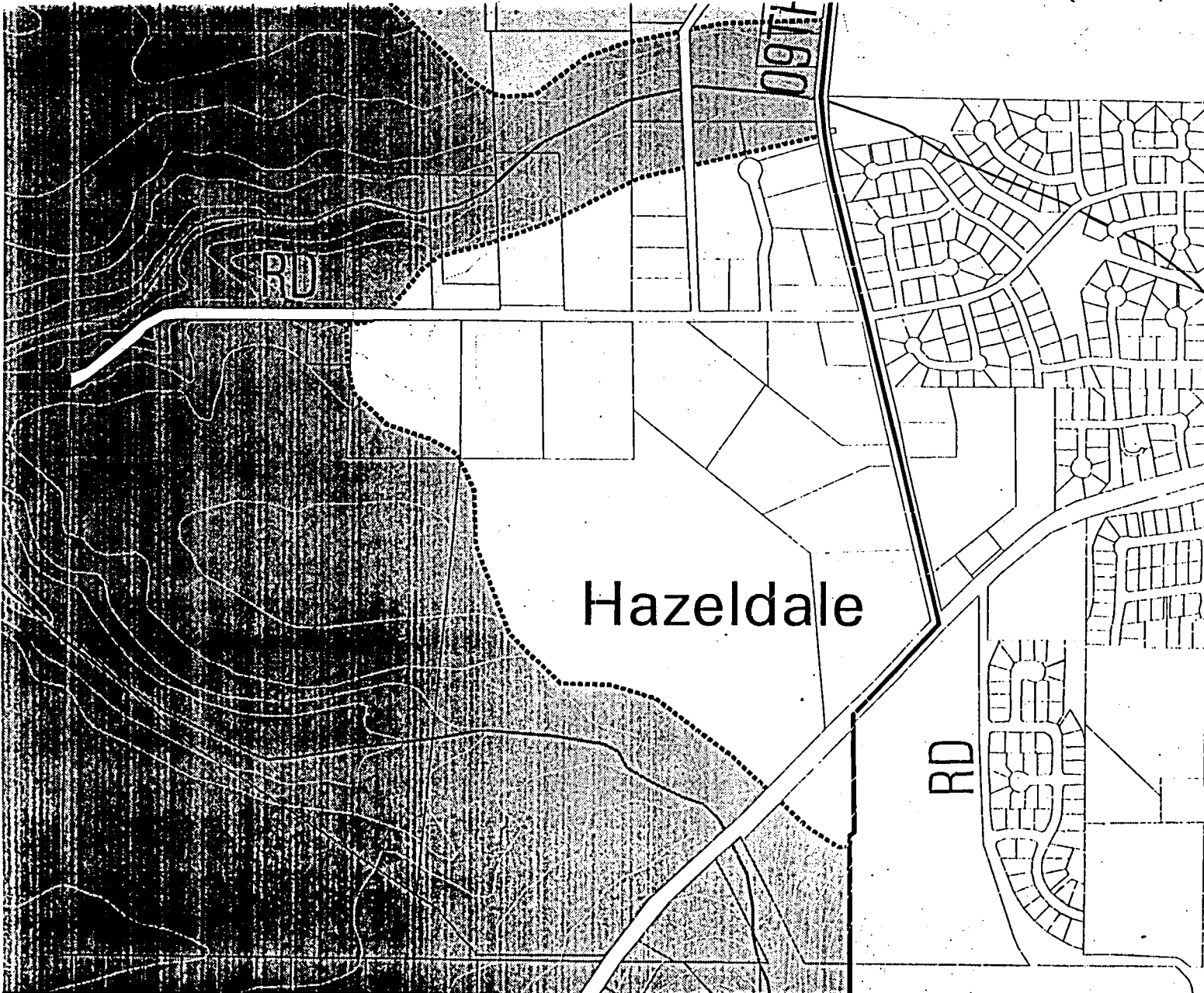
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MAP #51

Acres	EFU Acres
116.58	44.548

Hazeldale









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95418/pitumsites.amd, plot date: July 11, 1996

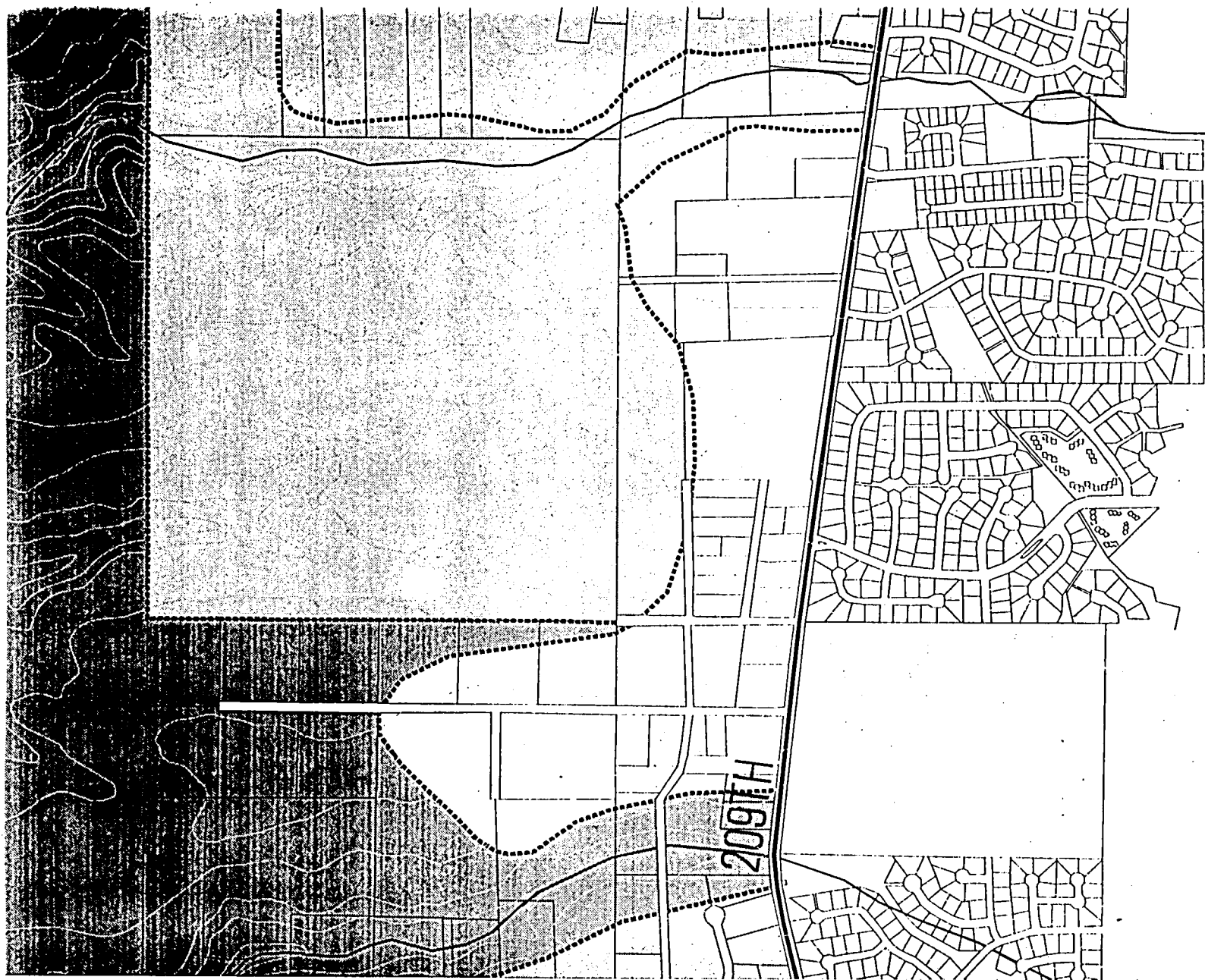
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MAP #52

Acres	EFU Acres
102.80	11.370









600 NE Grand Ave
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95-618/plmsites.aud, plot date: July 11, 1996

Urban Reserve Study Areas

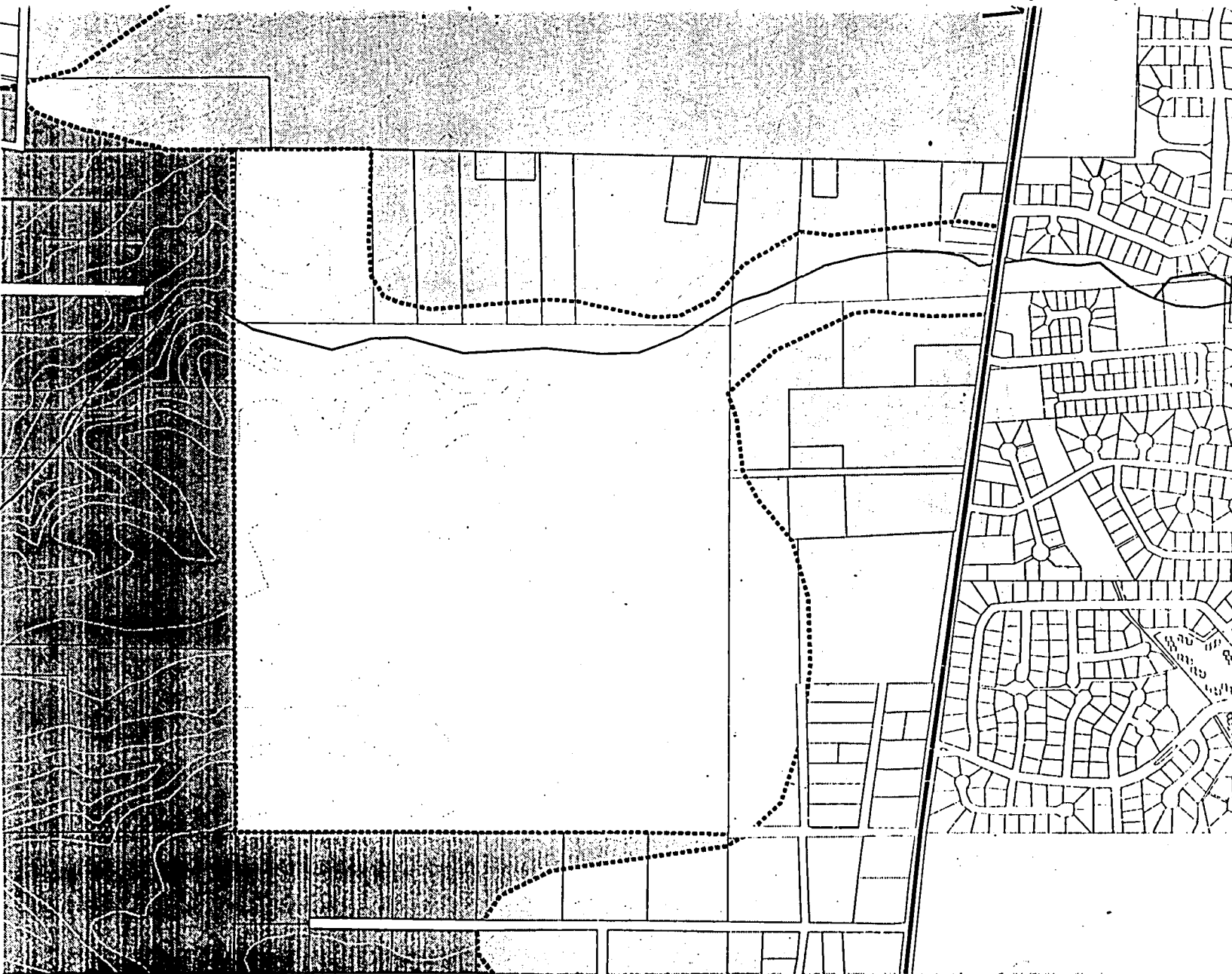
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-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
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MAP #53







Acres	EFU Acres
204.29	183.038

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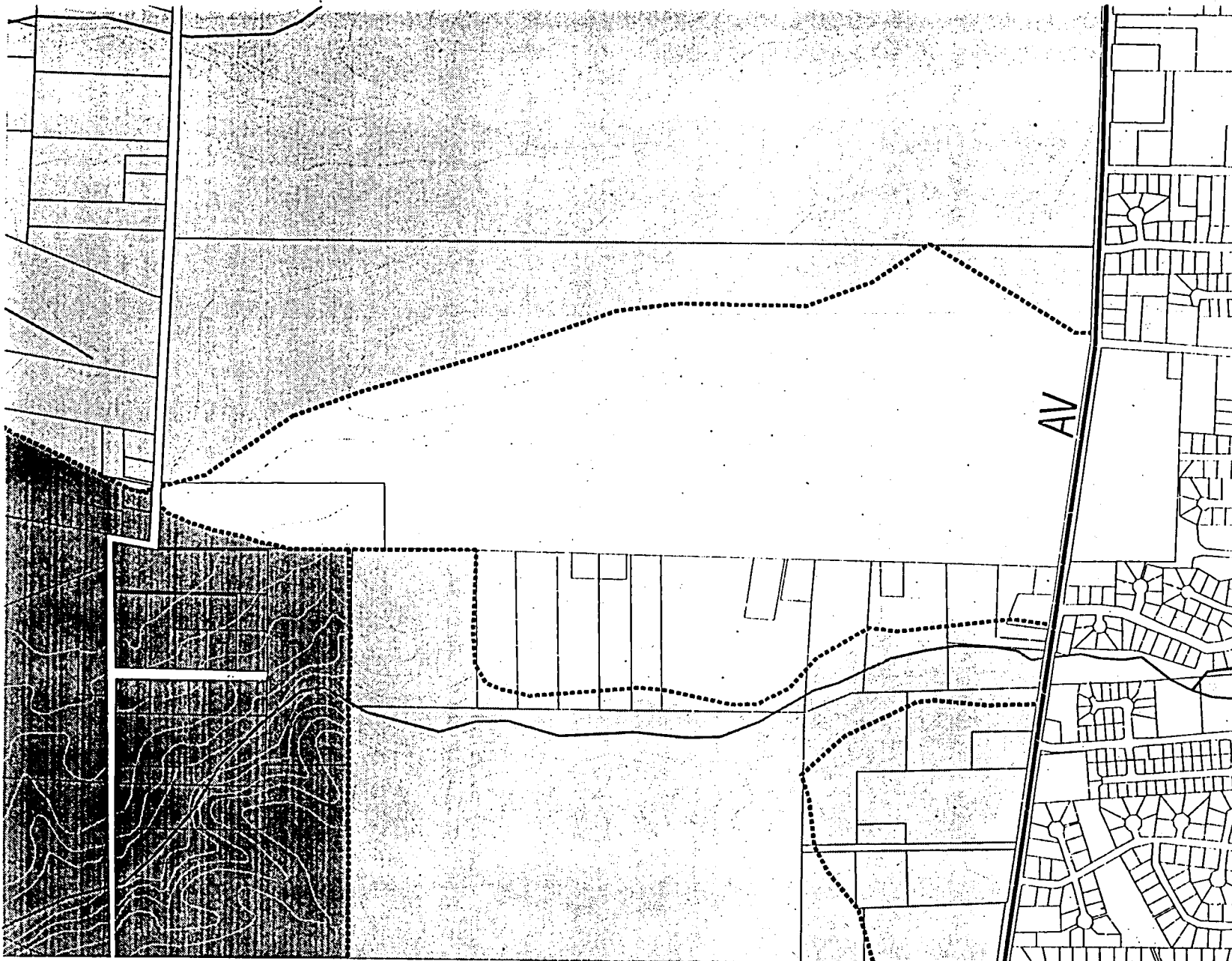
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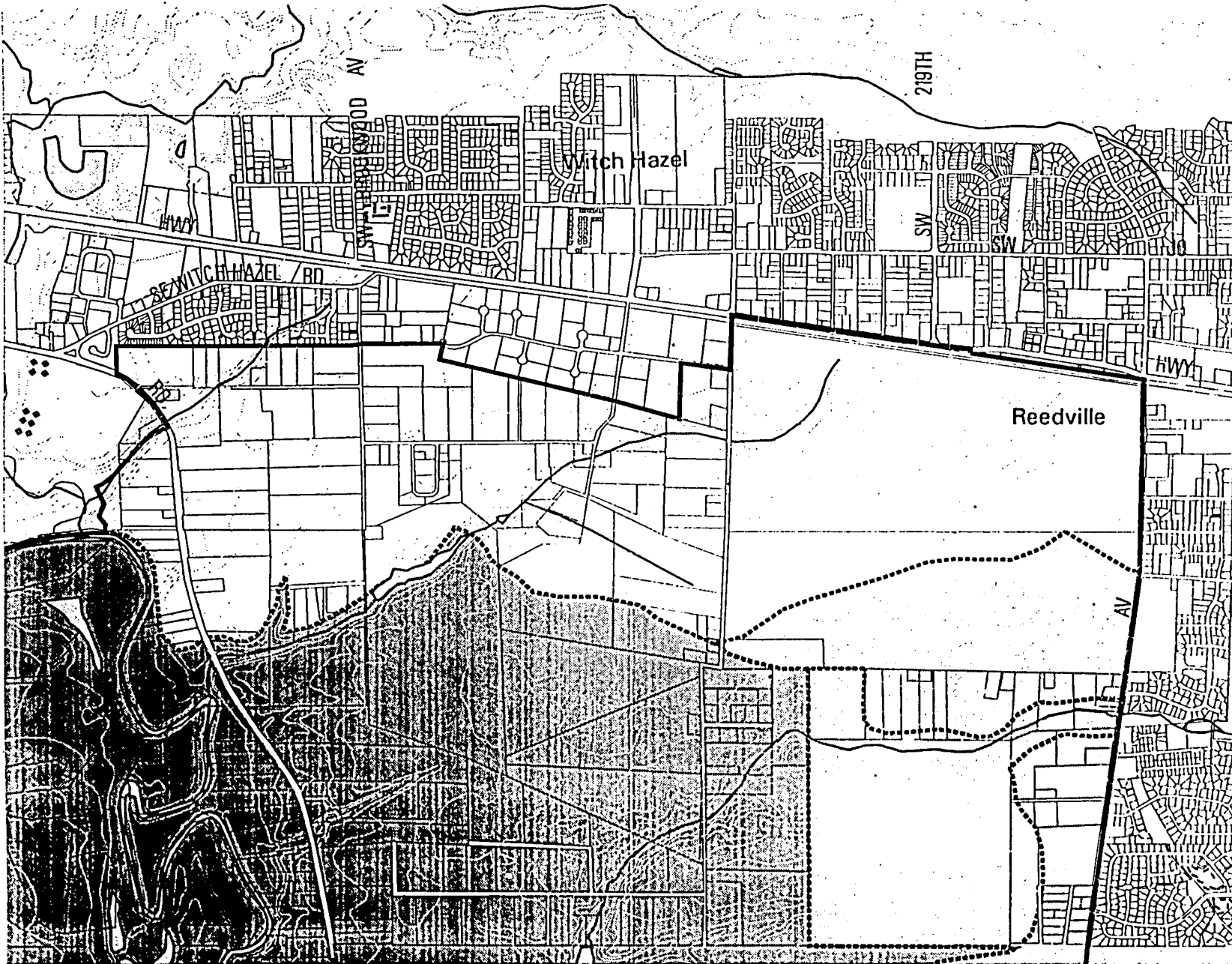
-  This Map's URSA
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-  Specific Study Area
-  Urban Growth Boundary

MAP #54

Acres	EFU Acres
189.02	142.529

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- Specific Study Area
- Urban Growth Boundary

MAP #55

Acres EFU Acres
882.90 476.297

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





95419/ltunsites.mxd, plot date: July 11, 1996

Carnation

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-  This Map's URSA
-  UCB
-  Other URSA's
-  Outside UCB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #56

Acres	EFU Acres
48.17	48.214







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95418/p1transites.aml, plot date: July 11, 1996

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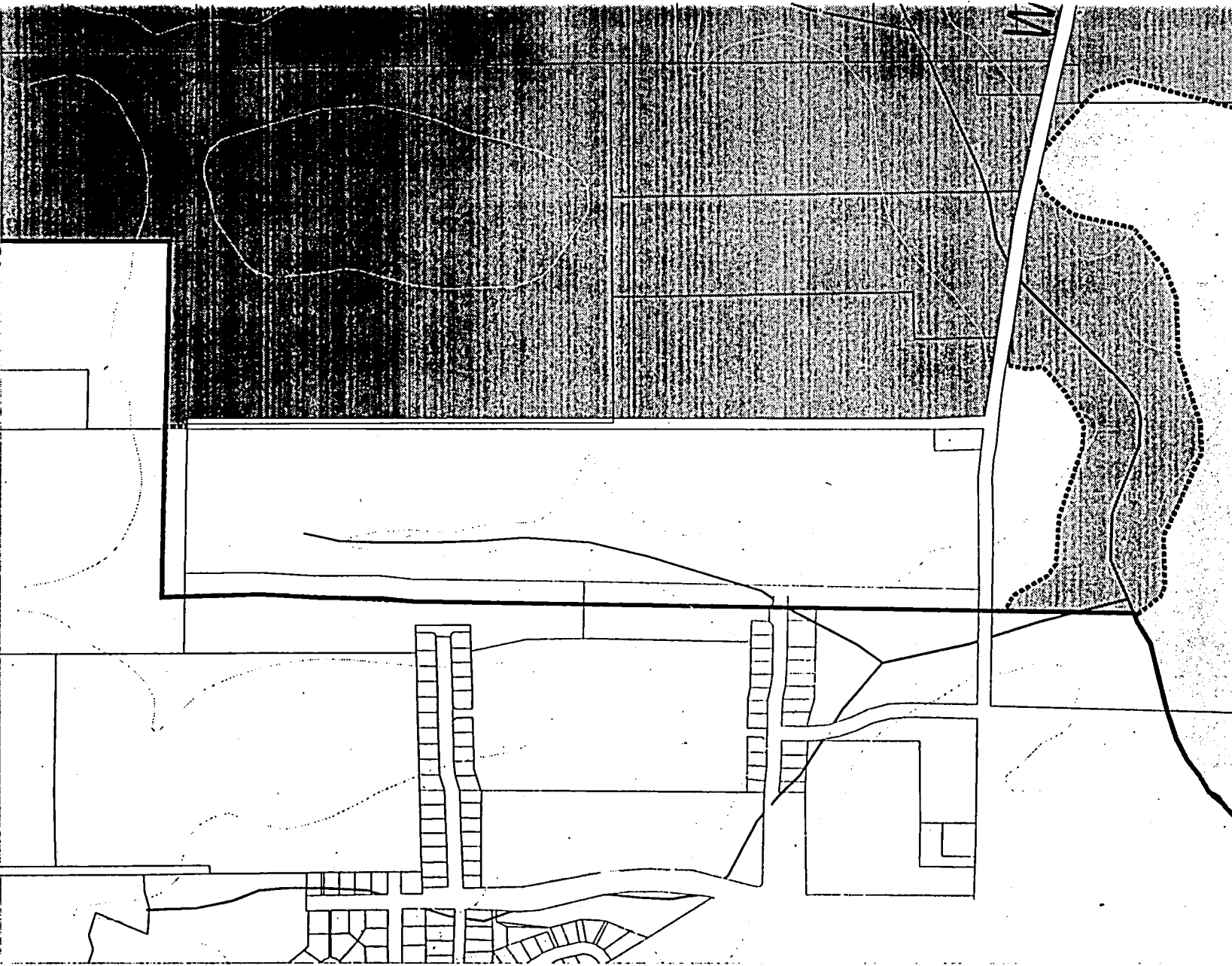
-  This Map's URSA
-  UCB
-  Other URSAs
-  Outside UCB and URSAs
-  Specific Study Area
-  Urban Growth Boundary

MAP #57

Acres	EFU Acres
77.10	64.244









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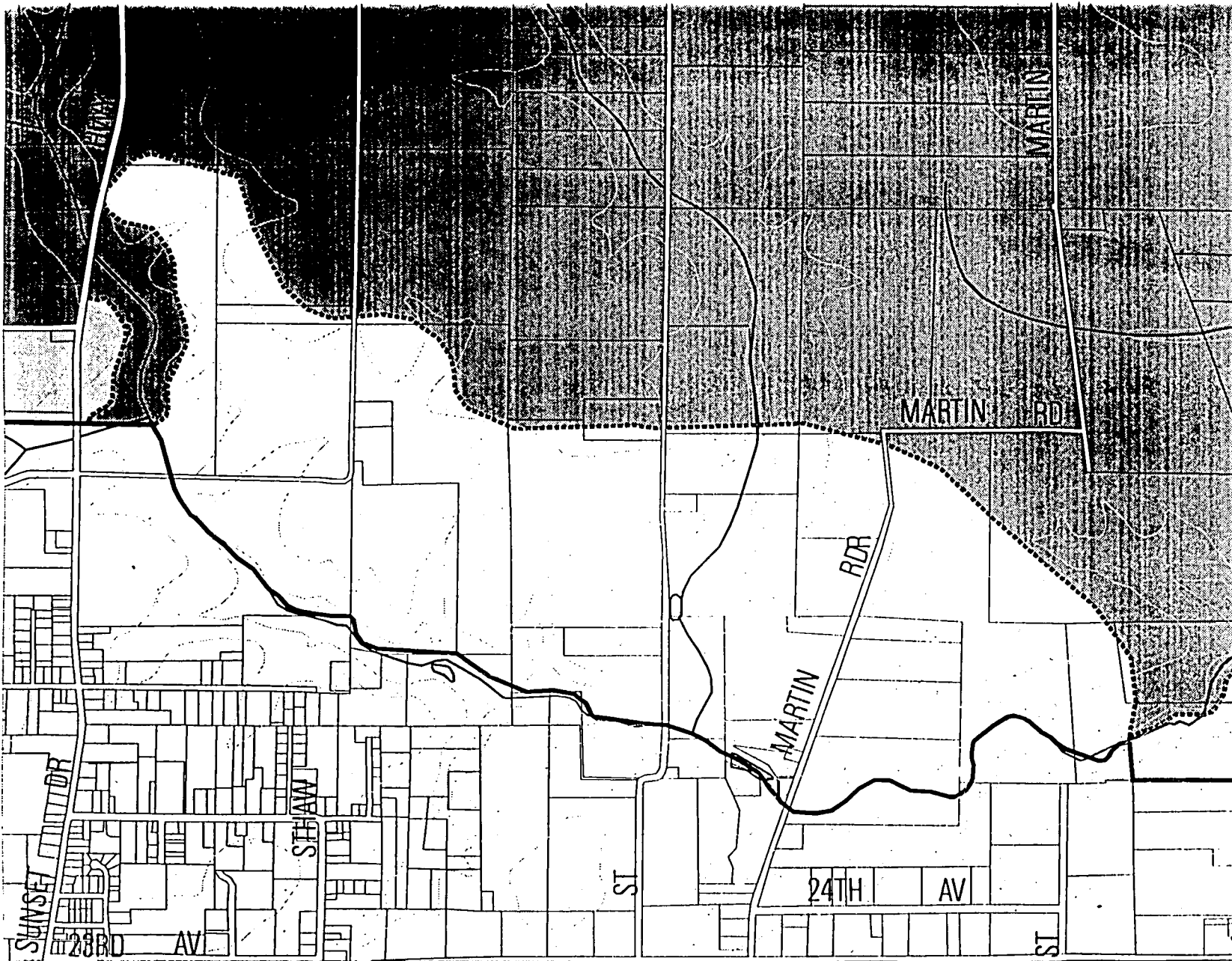
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-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #58







Acres	EFU Acres
526.71	516.309

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-  Specific Study Area
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MAP #59

Acres	EFU Acres
65.80	64.492









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95418/jdtansites.mxd, plot date: July 11, 1996

Urban Reserve Study Areas

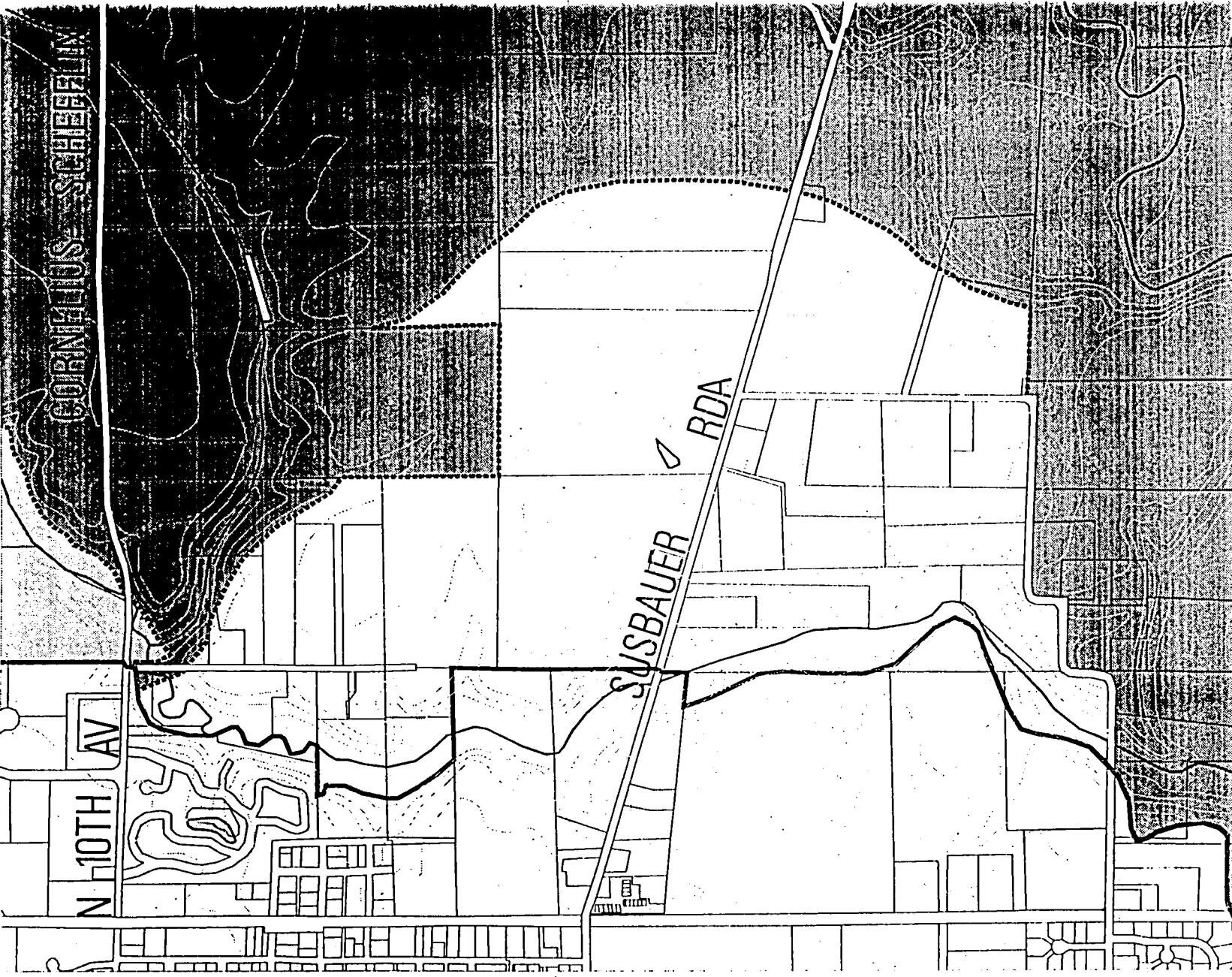
Adopted By
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-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #60

Acres	EFU Acres
279.77	140.230







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95418/plansites.aml, plot date: July 11, 1996

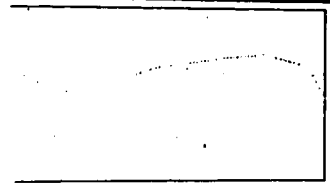
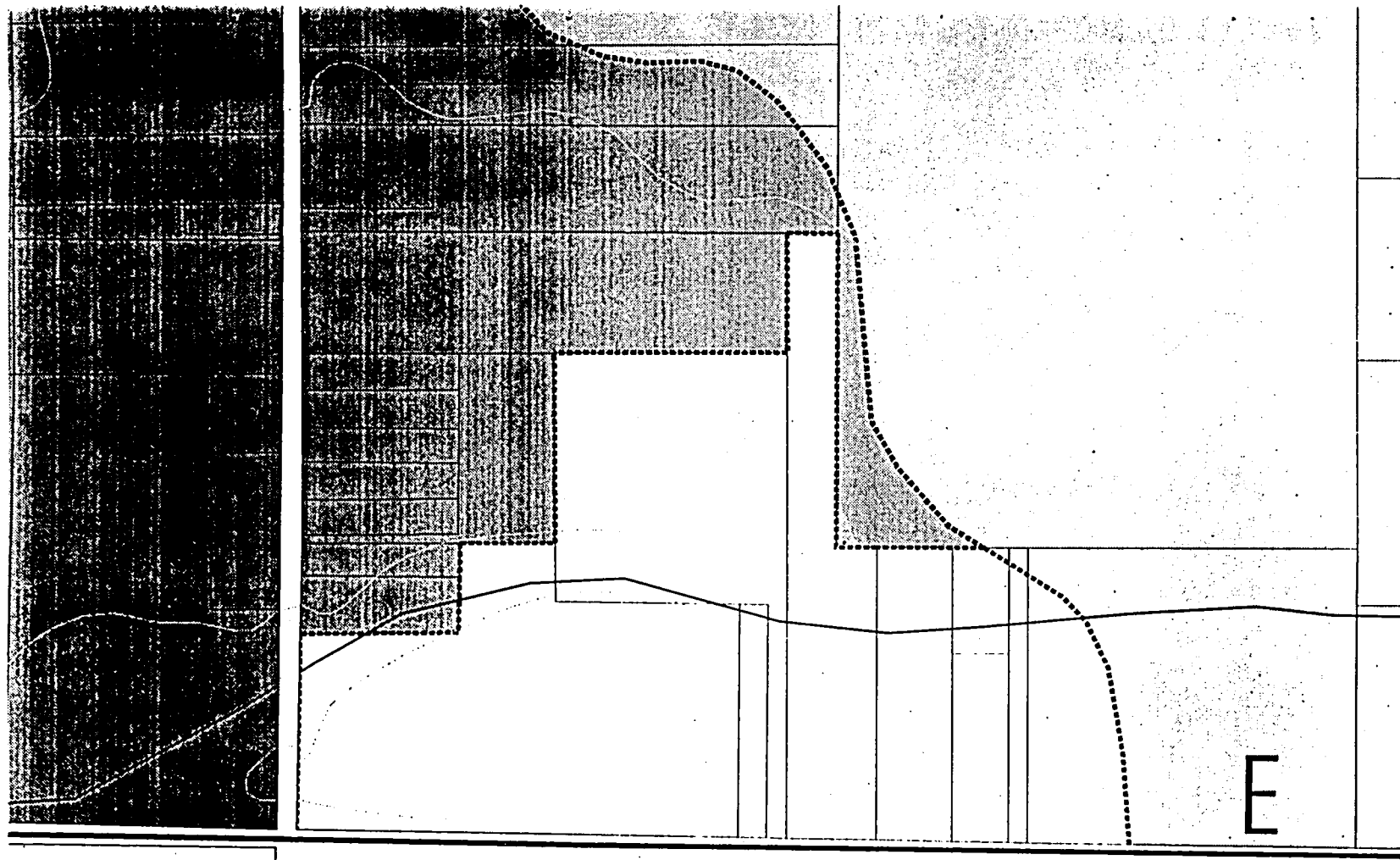
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-  This Map's URSA
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-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #61

Acres EFU Acres
45.69 17.210









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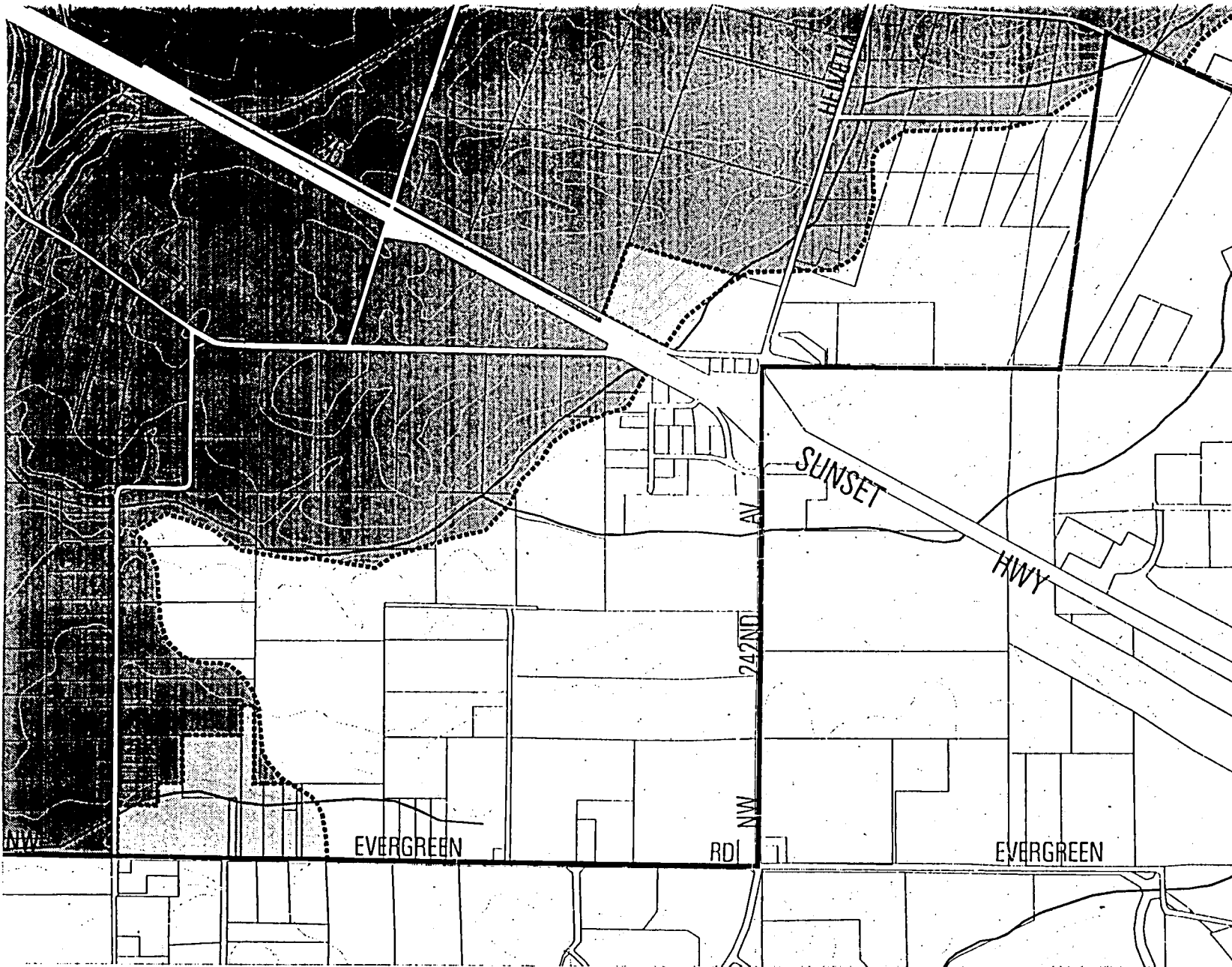
-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #62

Acres	EFU Acres
692.20	589.624









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-  This Map's URSA
-  UGB
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MAP #63

Acres	EFU Acres
18.56	18.577









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-  This Map's URSA
-  UCB
-  Other URSA's
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-  Specific Study Area
-  Urban Growth Boundary

MAP #64

Acres	EFU Acres
615.91	400.000









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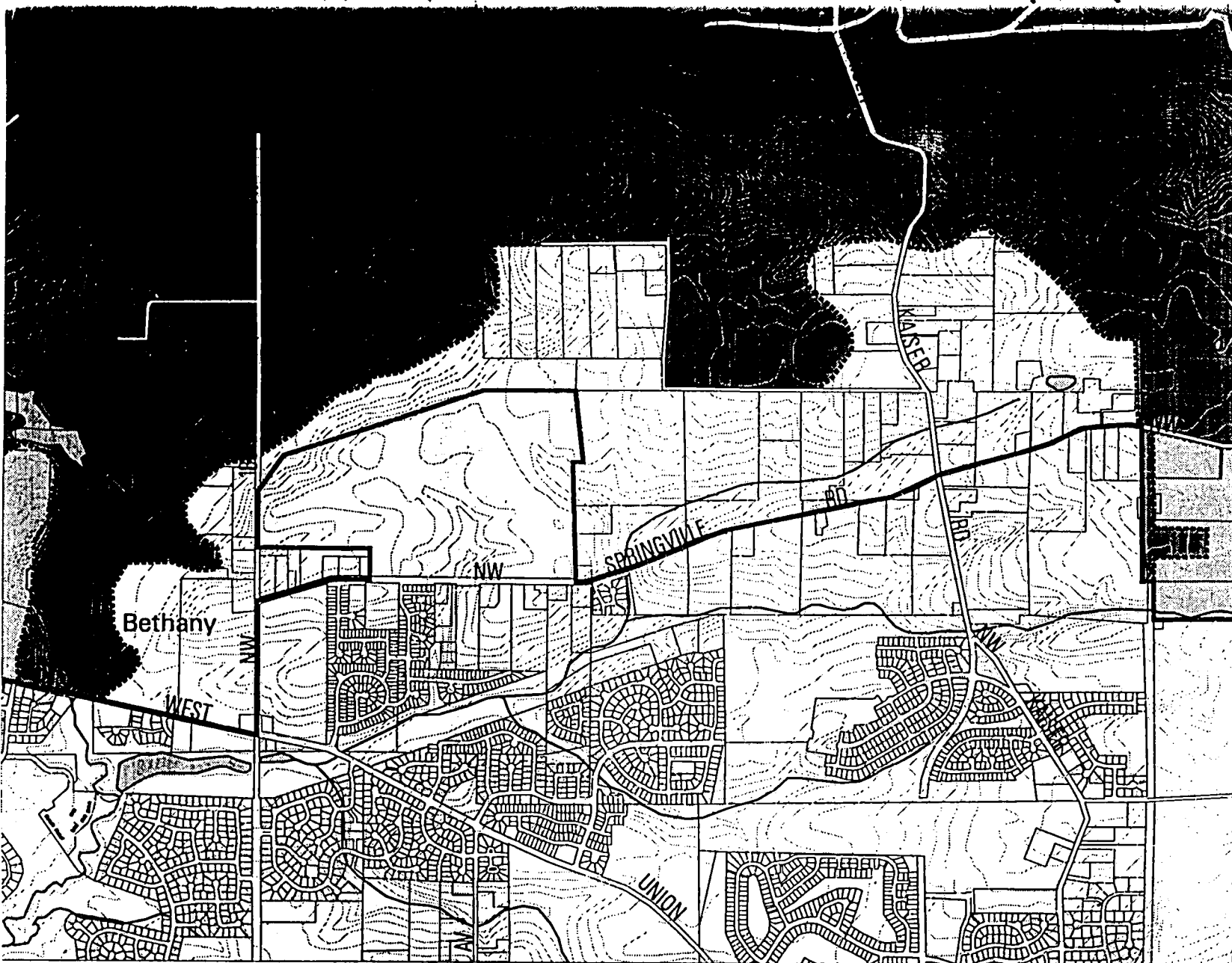
-  This Map's URSA
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-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #65

Acres	EFU Acres
540.67	285.492









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95418/ptomrsm.aml, plot date: July 11, 1996

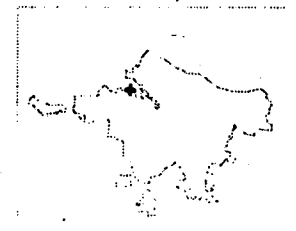
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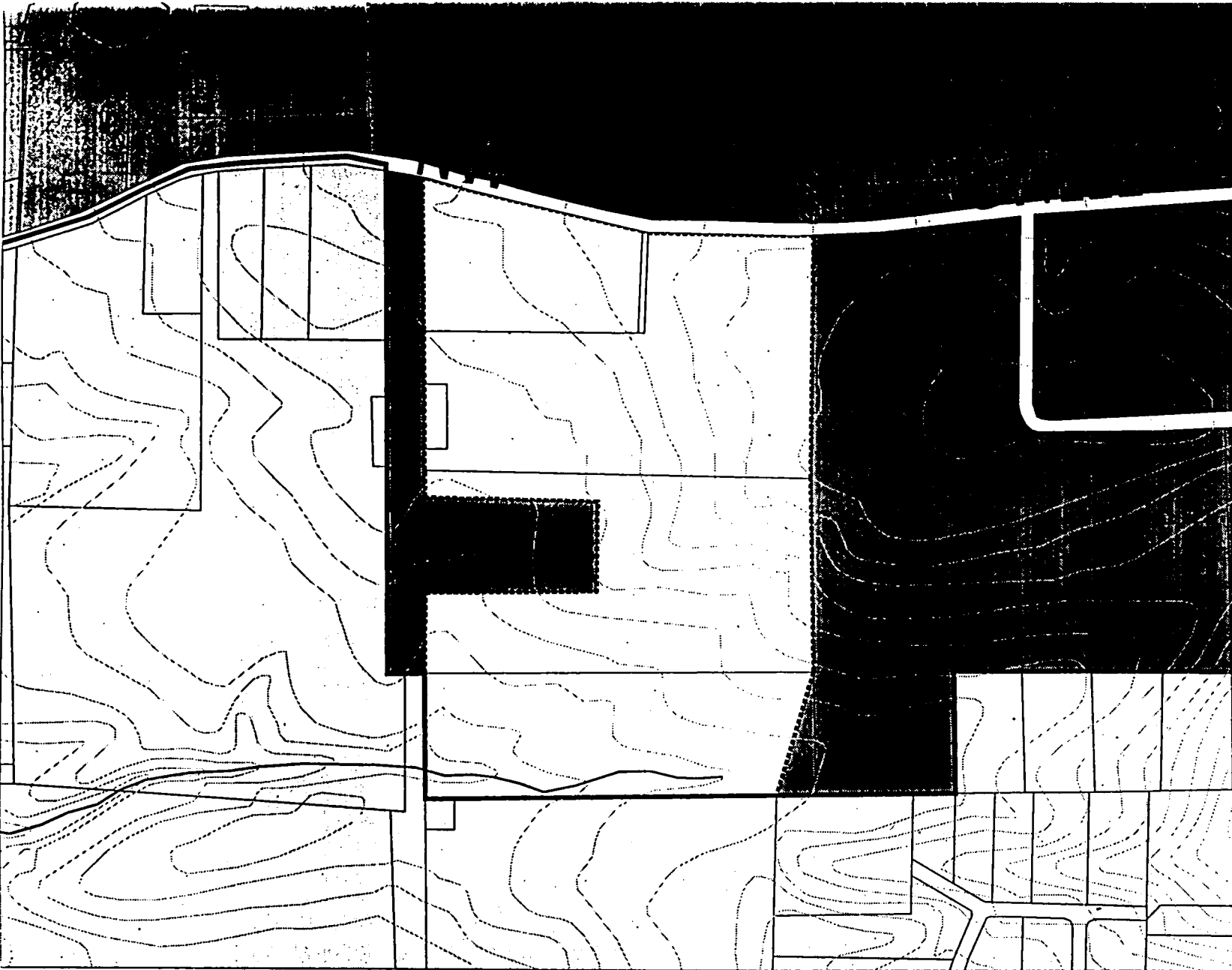
-  This Map's URSA
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MAP #66

Acres	EFU Acres
62.01	61.572









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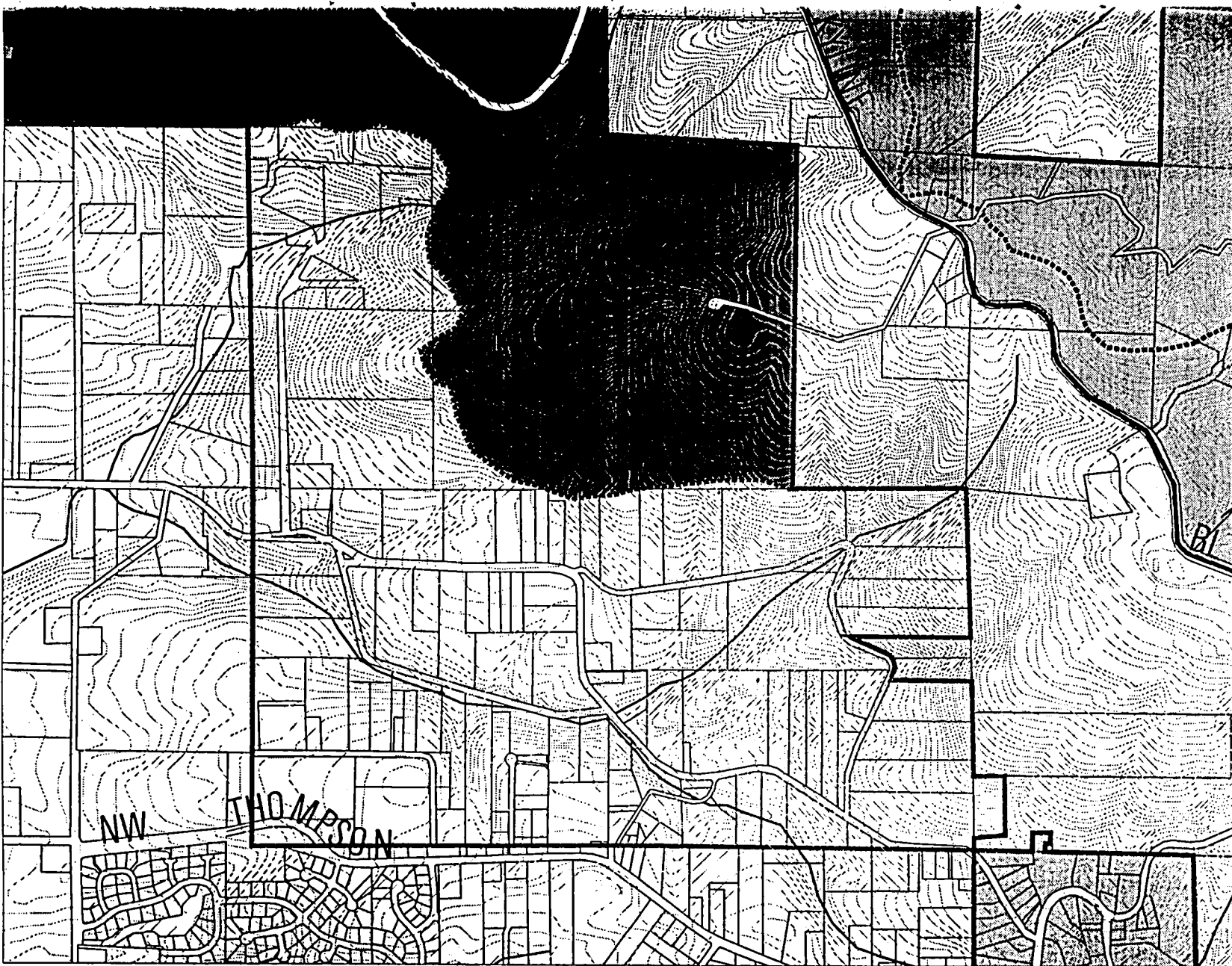
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-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #67

Acres	EFU Acres
406.10	47.344









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95-418/plumatrix.sml, plot date: July 11, 1996

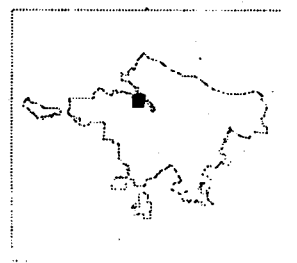
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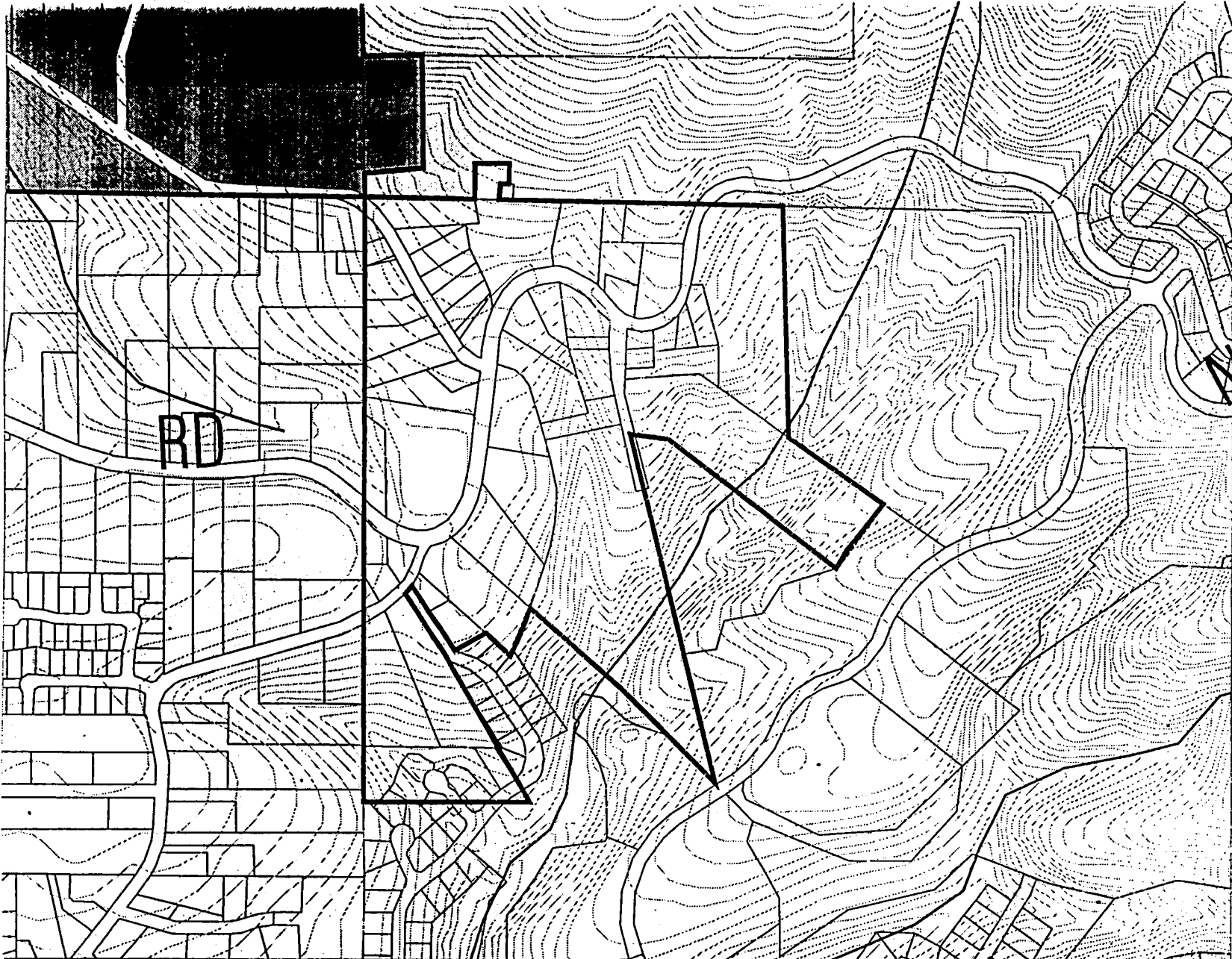
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-  Urban Growth Boundary

MAP #68

Acres	EFU Acres
6748	.0000









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9541B/ptuansite.mxd, plot date: July 11, 1996

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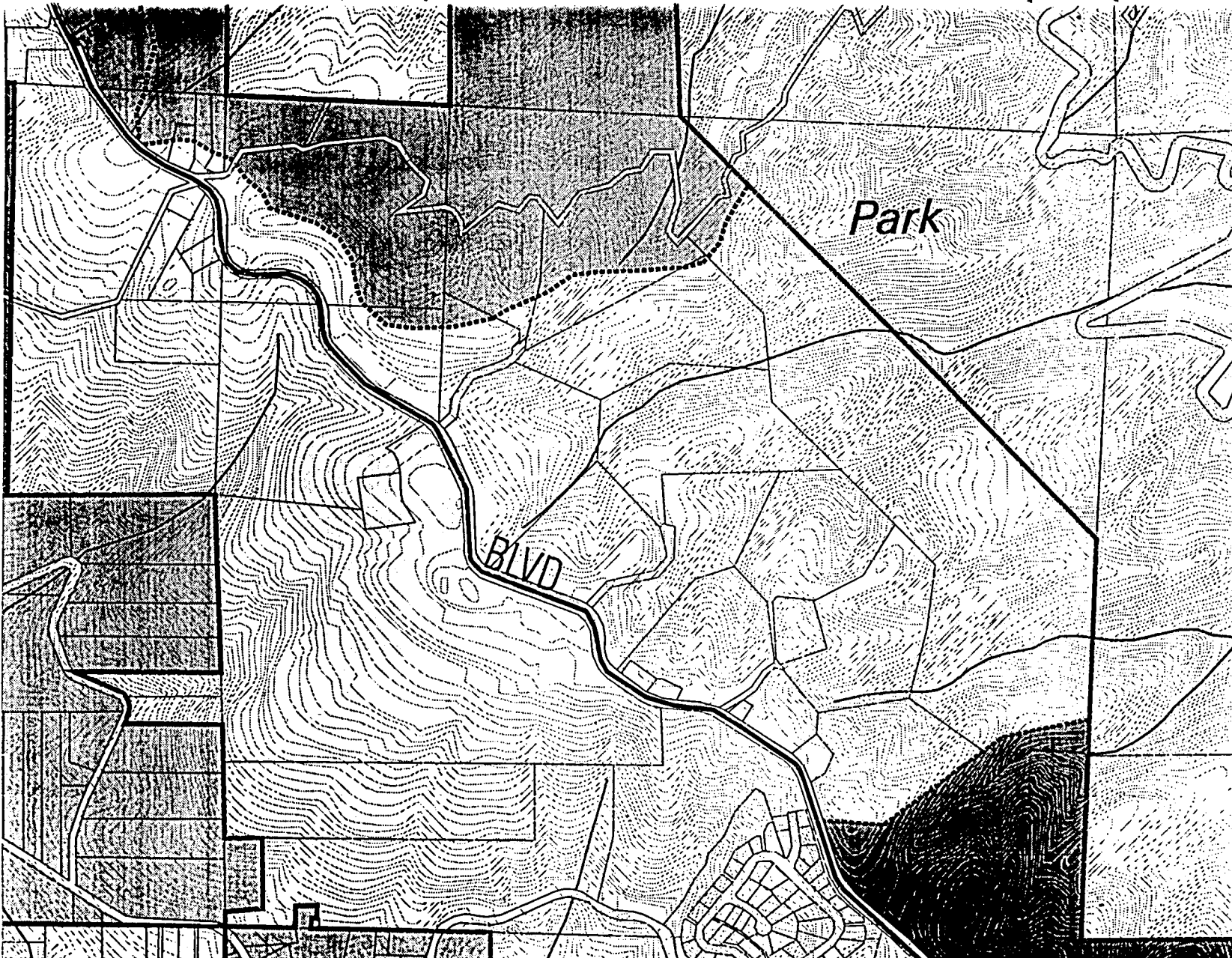
-  This Map's URSA
-  UCB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #69

Acres EFU Acres
234.52 229,015









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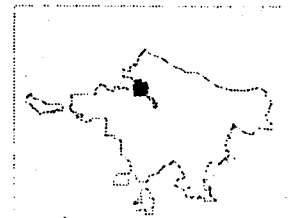
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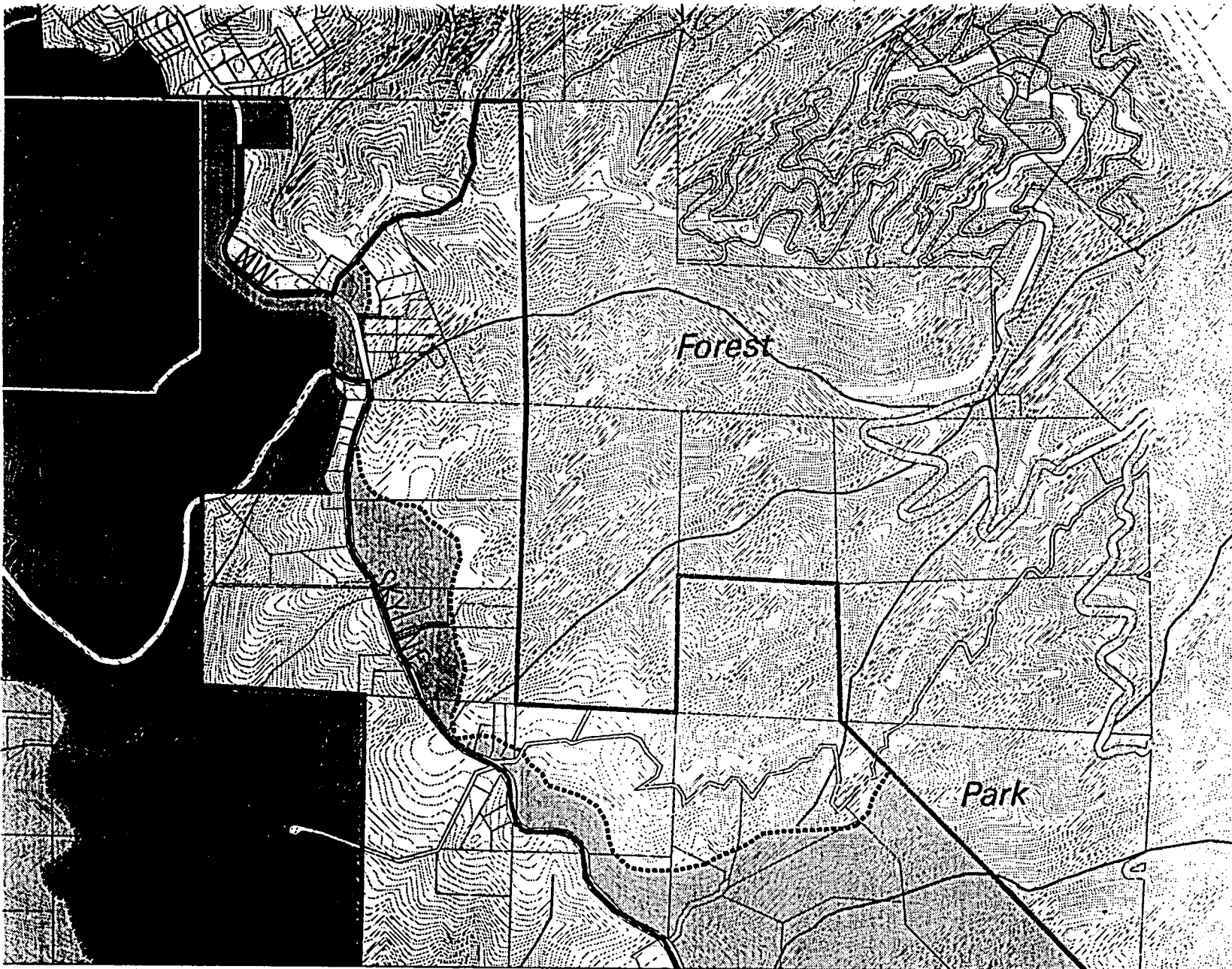
-  This Map's URSA
-  UCB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #70

Acres	EFU Acres
222.85	218.515









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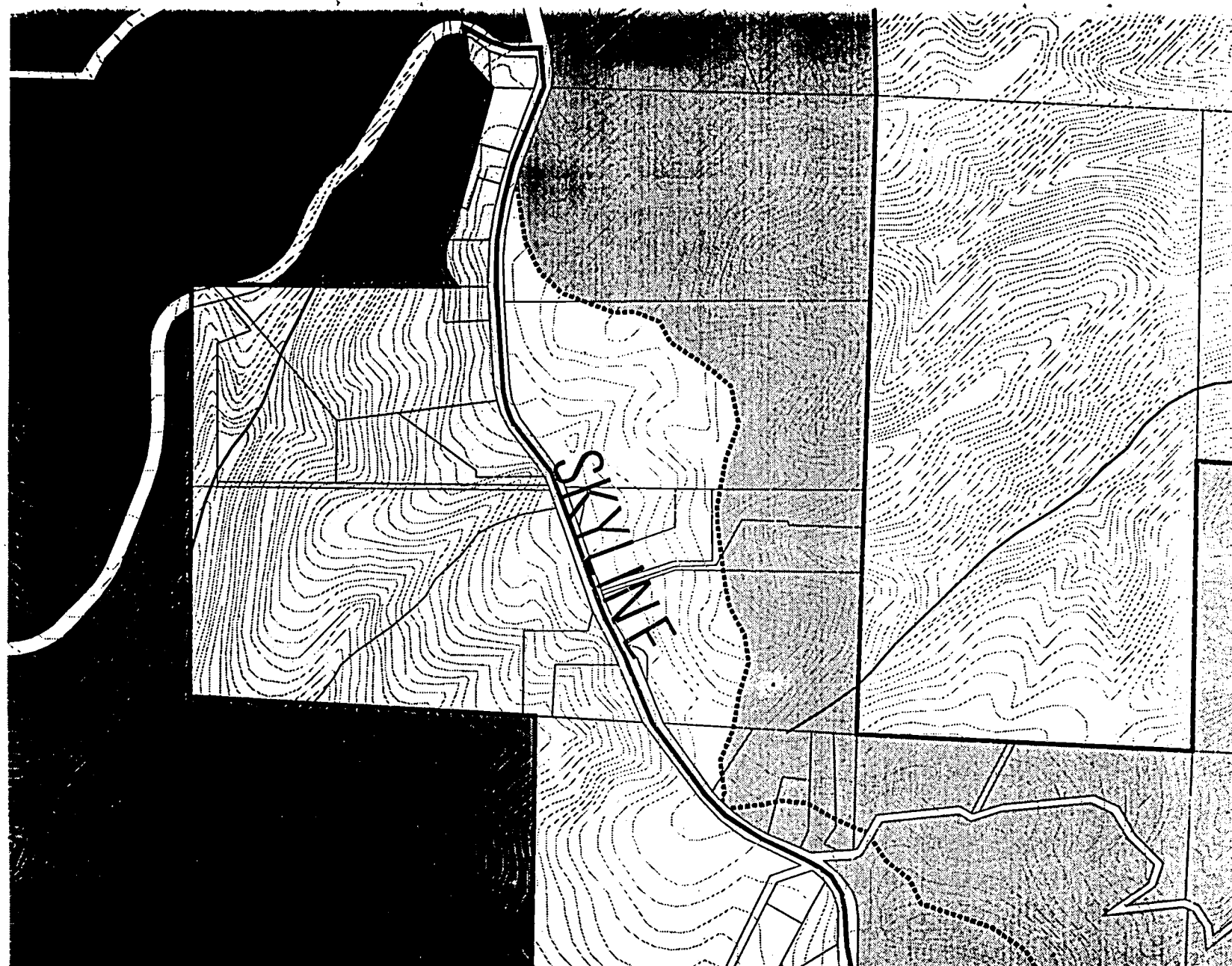
-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #71

Acres	EFU Acres
27.50	26.157









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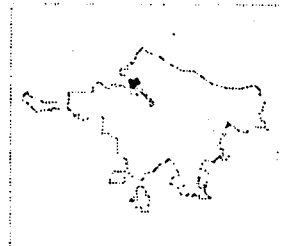
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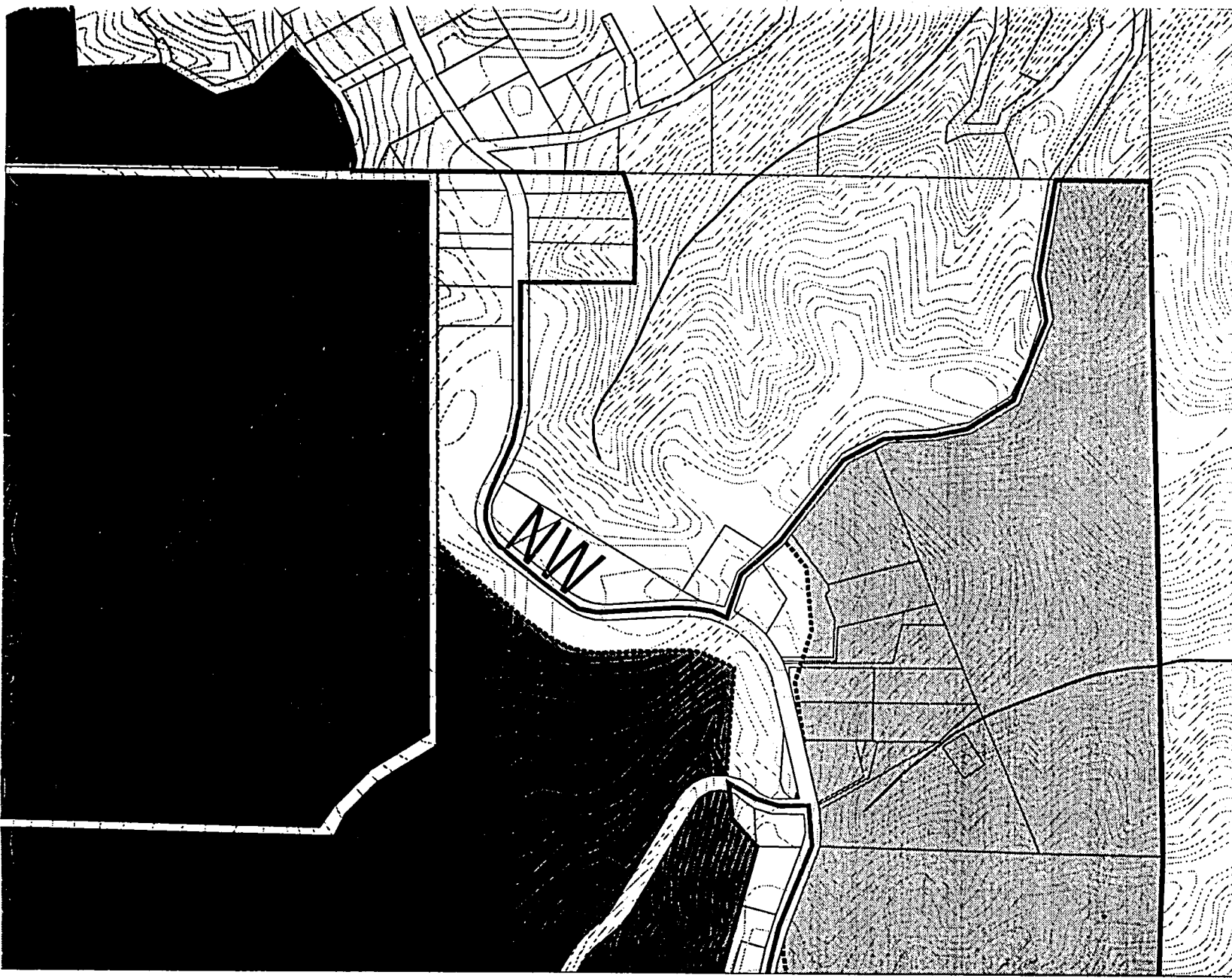
-  This Map's URSA
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-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #72

Acres	EFU Acres
23.34	.20,255



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95-4187-ban-siba.mxd, plot date: July 11, 1996

Appendix B

Site Descriptions

DESCRIPTION OF URBAN RESERVE STUDY AREAS*

Study Areas #1, #2, & #3

Urban Reserve Study Areas (URSA) #1, #2, and #3 are located southeast of the city of Gresham in Multnomah County. Highway 26, SE 242nd, SE 282nd, Orient Drive, and SE Telford Road all run through sections of these study areas. The area is primarily covered by farm uses, although portions are tree covered, and a golf course is located on the boundary between the three URSAs. Tax lots vary greatly in both size and shape in the area. URSAs #1 and #3 are adjacent to the Urban Growth Boundary (UGB), whereas URSA #2 is not but is adjacent to URSA #1 to the south.

URSA #1 is approximately 1,085 acres, with 219 acres of Exclusive Farm and Forest Use (EFU) and 740 acres of exception land. The area has an average slope of 7%, most of which occurs in the western half of the study area, following the trees. The majority of the tree covered land is located west of Telford Road with a few exceptions between Hwy. 26 and SE 282nd. Hwy. 26 bisects the URSA running southeast from Gresham. SE 242nd runs north/south in the western section of the area. Johnson Creek and several of its tributaries flow through the site. Persimmons golf course is in the southwestern corner of URSA #1, west of SE 242nd. The percentage of net buildable acres by 2040 design types is: 71.4% Inner Neighborhood; 25.9% Outer Neighborhood; 2.7% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 640 POP; 225 HH; 6 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
1	1,085	219	616	5,661	4,181	6	7	7
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
8	6	6	6	9	0	10	8	8

URSA #2 covers 418 acres, with 122 acres of EFU and 276 acres of exception land. The EFU acreage is mostly in the northwestern half of the site and the southwestern corner. This study area is south of Site #1 and is generally located between SE 242nd on the west and Telford Road on the east. SE Rugg Road is the southern border of the study area's eastern half. The average slope is 8% and the tax lots are mostly large parcels. The percentage of net buildable acres by 2040 design types is: 5.5% Inner Neighborhood; 93.9% Outer Neighborhood; 0.6% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 258 POP; 88 HH; 323 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
2	418	122	244	2,444	996	4	4	7
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
2	6	6	6	6	0	10	8	7

URSA #3 is 94 acres, partially tree covered and steeply sloped (an average of 24%). Persimmons golf course is partly inside this study area and partly inside Site #1. EFU zoning dominates with 85 acres. SE Butler Road follows along the northern border of the study area, running almost parallel to the UGB. The percentage of net

* Population, household and employment estimates presented here are regionwide estimates that are calculated each year using the 1990 census. Due to estimating techniques, the actual data for these areas may vary from the estimate.

buildable acres by 2040 design types is: 100.0% Outer Neighborhood; Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 16 POP; 5 HH; 1 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
3	94	85	19	194	80	0	2	7
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	0	0	0	3	0	10	4	4

Study Area #4

URSA #4, which is 124 acres of exception land, is southwest of Gresham in Multnomah County and is bordered on all sides by the UGB. Johnson Creek defines the northern edge of the study area. The area averages a 10% slope, but the majority of the grade occurs along the eastern edge of the URSA. Most of the tax lots are regular in size and shape. The tree covered areas within the site are in the southern corner and along the eastern edge. Jenne Road, which runs through the site, is a windy two-lane, heavily traveled, local road that becomes SE 174th in the northern portion of the URSA. The percentage of net buildable acres by 2040 design types is: 97.9% Inner Neighborhood; 2.1% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 93 POP; 29 HH; 6 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
4	124	0	34	365	136	8	4	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
10	1	1	1	5	0	10	1	2

Study Area #5

URSA #5 is 1,371 acres and is southwest of Gresham and mostly in Multnomah County. The southern portion of the area, below Chedelin Road is in Clackamas County. There are 1,260 acres of exception land and approximately 48 acres of EFU. The average slope is 5% and the UGB forms the northern and western borders. With few exceptions, the tax lots are rectangular in shape, with a wide range of lot size. Very little of the land is tree covered; however, a few small sections along the southern edge and along Kelley Creek (a tributary of Johnson Creek), which divides the URSA north and south, have many trees. SE Foster Road runs southeast through the western portion of the study area and SE 190th runs north/south through the eastern half of the study area. The percentage of net buildable acres by 2040 design types is: 10.0% Town Center; 5.4% Corridor; 55.3% Inner Neighborhood; 28.8% Outer Neighborhood; 0.5% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 831 POP; 259 HH; 26 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
5	1,371	48	792	8,502	7,663	9	5	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
6	6	6	6	9	0	10	9	9

Study Areas #6, #7, & #8

SE Foster Road runs primarily north/south through all three of these study areas. SE Tillstrom intersects SE Foster Road in Site #6, SE Winston intersects it in Site #7, and Sunnyside Road, Hwy. 212 and SE Foster all

intersect in Site #8. Portions of the land near the major roadways in the three study areas have been divided into smaller tax lots for development. However, it appears that large parcels remain undeveloped.

URSA #6 is directly south of URSA #5 and is entirely in Clackamas County. The main roadways are SE 172nd running north/south in the western part of the study area and SE Foster Road, which runs through the middle of the northern portion of the site and then runs along the east side of the southern portion of the site. The site contains 1,797 acres, of which 221 acres are EFU. A portion of Pleasant Valley golf course is within the northwestern section of site. Also, a section of Rock Creek and one of its tributaries run east/northwest and southeast/northwest, respectively, through the site. The average slope of the area is 7%. The percentage of net buildable acres by 2040 design types is: 16.8% Corridor; 49.2% Inner Neighborhood; 30.3% Outer Neighborhood; 3.6% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 1456 POP; 469 HH; 824 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
6	1,797	221	1,180	119,676	9,046	7	6	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
2	7	7	7	4	0	3	8	9

URSA #7, which is 412 acres, has no EFU. The main roadways in this area are SE Foster Road and SE Sunnyside Road. Tax lots vary in size. There are many large parcels that remain undeveloped. However, there are some large lot developments in the URSA. The tree covered areas are mainly in the middle of the study area, dividing it north and south, and in the western portion. The area has an average slope of 10%, most of which occurs around the treed areas. The percentage of net buildable acres by 2040 design types is: 5.1% Town Center; 5.7% Corridor; 8.7% Inner Neighborhood; 74.7% Outer Neighborhood; 5.7% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 562 POP; 161 HH; 163 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
7	412	0	259	2,626	1,649	7	5	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	6	7	7	7	0	3	9	10

URSA #8 encompasses the Damascus area and areas to the north and south of Damascus. SE Foster Road, Sunnyside Road and Hwy. 212 all converge in this URSA. There are 430 acres and no EFU. The average slope is 6%. Parcel size ranges from less than an acre to approximately 15 acres, with more of the tax lots in the smaller size range, especially along SE Foster Road. The percentage of net buildable acres by 2040 design types is: 39.5% Town Center; 17.6% Inner Neighborhood; 42.9% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 560 POP; 158 HH; 383 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
8	430	0	294	3,112	6,610	6	8	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	7	8	8	10	0	3	9	10

Study Area #9

URSA #9 is located in the Damascus area in Clackamas County. Only three acres of the 436 acres are designated as EFU. The area has an average slope of 8%. Hwy. 212 runs east/west through the northern portion of the site. A few of the parcels appear to be farm or orchard use, while many others are low-density rural developments ranging in size from less than an acre to about two acres. The area does not have much tree cover. The percentage of net buildable acres by 2040 design types is: 4.5% Town Center; 95.3% Outer Neighborhood; 0.2% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 855 POP; 238 HH; 148 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
9	436	3	290	2,625	2,418	4	5	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
2	7	8	7	7	0	3	10	10

Study Areas #10 & #11

These two study areas are located to the southeast of Happy Valley and southwest of Damascus in Clackamas County.

URSA #10 has 248 acres, 113 of which are EFU, and is located south of Hwy. 212. The main roads into the study area are SE Tong and SE Keller Road. There is a large nursery on Keller Road as well as other agricultural uses in the surrounding area. Along SE Tong Road and part of Keller Road, lots are zoned rural residential and most are between one and five acre parcels. The EFU zoned land is in the eastern part of the study area. The average slope in this area is 8%. The percentage of net buildable acres by 2040 design types is: 1.0% Inner Neighborhood; 98.9% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 124 POP; 44 HH; 7 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
10	248	113	168	1,684	690	5	2	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	7	8	8	5	0	3	7	7

URSA #11 covers 436 acres, 49 of which are zoned EFU. The main road through the site is Hwy. 212. North of Hwy. 212 tax lots range from approximately three to twenty acres with some smaller lot development in the northeastern part of the site. Tax lot size tends to be smaller south of Hwy. 212, from approximately one to four acres. The percentage of net buildable acres by 2040 design types is: 18.3% Corridor; 14.7% Inner Neighborhood; 66.9% Outer Neighborhood; 0.1% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 539 POP; 203 HH; 525 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
11	436	49	304	3,364	1,854	8	6	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	8	8	8	5	0	3	9	9

Study Areas #12 & #13

Both of these study areas are located in Carver, north of the Clackamas River in Clackamas County. Hwy. 224 runs through the area following along the river.

URSA #12 is 195 acres of exception land located north of Hwy. 224 in Carver. The area is heavily treed and steeply sloped, with an average slope of 24%, and undeveloped. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 8 POP; 3 HH; 14 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
12	195	0	45	454	186	5	3	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	0	0	1	3	0	3	6	6

URSA #13, which consists of 67 acres of exception land, is mostly north of Hwy. 224, although some of the acreage is between the highway and river. Unlike Site #12, development has occurred in the center of the study area. Trees cover the site in the northern and southeastern corners of the area and along the river. The average slope is 12%. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 104 POP; 43 HH; 367 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
13	67	0	32	322	132	4	10	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	4	4	4	3	0	3	9	4

Study Areas #14, #15 & #16

These study areas are located southeast of Happy Valley, mostly north of Sunnyside Road, in Clackamas County.

URSA #14 is 233 acres of exception land. The main roadways accessing the study area are SE 162nd running north/south and Sunnyside Road running east/west. Most of the area consists of large tax lots except for around Pleasant Valley golf course in the northern part of the site. The percentage of net buildable acres by 2040 design types is: 17.6% Corridor; 78.3% Inner Neighborhood; 3.8% Outer Neighborhood; 0.3% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 132 POP; 43 HH; 21 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
14	233	0	155	1,809	934	7	5	2
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
4	7	8	7	3	0	3	8	8

URSA #15 is 347 exception acres, mostly undeveloped with an average slope of 14%. The study area is located south of SE Monner Road and north of SE Sunnyside Road. The westernmost part of the study area, which is west of SE 147th and north of Sunnyside Road, is tree covered and steeply sloped. The northeastern part of the study area is also tree covered. The percentage of net buildable acres by 2040 design types is: 100.0% Outer

Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 96 POP; 31 HH; 17 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
15	347	0	201	2,006	822	5	3	2
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
4	5	6	7	5	0	3	7	8

URSA #16 consists of 15 acres of exception land. The area is heavily tree covered and steeply sloped, averaging 26%. There are no main roads into this site. The site has an average slope of 6%, with most of the steeper area occurring on the eastern boundary of the study area. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 2 POP; 1 HH; 1 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
16	15	0	2	16	7	0	1	2
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
6	0	0	0	8	0	3	4	7

Study Area #17

URSA #17 is southeast of Gladstone in Clackamas County and consists of 153 acres of exception land. S. Gerkman Road and Forsythe Road both run east/west in the area, while S. Highland Road runs north/south. Most of the tree cover occurs in the far western portion of the study area. The site is mostly flat with large, contiguous parcels that are being actively farmed. There is a sewage treatment plant off Forsythe Road. The percentage of net buildable acres by 2040 design types is: 53.6% Inner Neighborhood; 46.2% Outer Neighborhood; 0.2% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 116 POP; 40 HH; 150 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
17	153	0	107	1,123	437	6	7	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	8	8	8	9	0	3	7	8

Study Area #18

URSA #18 is 128 acres, 7 acres are EFU and are located in the very northern portion of the study area. The site is southeast of Gladstone and northeast of Oregon City in Clackamas County. It is accessed by Holcomb Boulevard, which runs east/west through the southern portion of the study area. Some rural development exists along S. Stoltz Road with lot sizes less than an acre, and south of Holcomb Boulevard where lot sizes range from less than an acre to two acres. There is a water tower north of Stoltz Road. The study area is mostly flat with an average slope of 4%. Larger parcels in the area range from five to nineteen acres and are mostly being

farmed. The percentage of net buildable acres by 2040 design types is: 27.4% Inner Neighborhood; 72.6% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 190 POP; 60 HH; 3 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
18	128	7	92	947	378	4	6	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	8	8	8	4	0	3	9	9

Study Area #19

URSA #19 is located northeast of Oregon City and consists of 9 exception acres. The area has an average slope of 7%. The southernmost portion of the site is tree covered, with the rest appearing to be farm use. Access to the site is off Livesay Road to the north. The surrounding area land uses, both inside and outside the UGB, appear to be agricultural. The percentage of net buildable acres by 2040 design types is: 99.3% Outer Neighborhood; 0.7% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 9 POP; 3 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
19	9	0	6	58	24	4	3	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
7	6	7	8	9	0	3	8	7

Study Area #20

URSA #20 is located east of Oregon City and is comprised of 160 acres, 3 of which are EFU (in the northwest portion of the study area). Holly Lane runs north/south through the entire length of the site. Rural residential development has occurred on both sides of the road, some on parcels of an acre or less. The percentage of net buildable acres by 2040 design types is: 70.7% Outer Neighborhood; 29.3% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 199 POP; 69 HH; 26 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
20	160	3	109	804	316	8	10	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
9	8	8	8	10	0	3	9	8

Study Area #21

URSA #21 is 12 acres; 10 acres are EFU. The study area is located east of Oregon City adjacent to the UGB. The site is steeply sloped (averaging 16%) with heavy tree cover. The rating that appears in the matrix for the road network, access to centers and schools has been adjusted downward by five points for each of these criteria. The initial higher rating reflected dedicated public right-of-ways that have not been improved and do not provide vehicular accessibility. These right-of-ways are picked up in the RLIS data base analysis along with the existing

road network. The percentage of net buildable acres by 2040 design types is: 2.4% Outer Neighborhood; 97.6% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 0 POP; 0 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
21	12	10	6	7	1	2	8	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
5	3	4	6	5	0	3	1	2

Study Areas #22, #23 & #24

These study areas are all located southeast of Oregon City in Clackamas County.

URSA #22 has 375 acres, 51 of them are EFU and are located in the northeast section of the study area. They appear to be actively farmed. Maple Lane Road and Thayer Road both run east/west through the site. The average slope of the area is 5%. The percentage of net buildable acres by 2040 design types is: 99.8% Outer Neighborhood; 0.2% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 675 POP; 224 HH; 1 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
22	375	51	262	2,618	1,073	7	5	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
7	8	8	8	5	0	3	8	9

URSA #23 is east of Clackamas Community College and Beaver Creek Road. The area is 23 acres of exception land and has an average slope of 6%. Loder Road runs through the very southern portion of the study area. The percentage of net buildable acres by 2040 design types is: 99.7% Outer Neighborhood; 0.3% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 18 POP; 6 HH; 3 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
23	23	0	16	161	66	4	3	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
4	8	8	8	6	0	3	7	8

URSA #24 is also east of Clackamas Community College and Beaver Creek Road. It covers an area of 244 acres (31 acres are EFU) both north and south of Loder Road. A part of Oregon City golf course is included in this study area (in the southeast corner) and accounts for the 31 acres of EFU. A private landing strip is also in the study area just north and west of the golf course. Tax lots range in size from less than one acre to approximately 66 acres, with a majority of the tax lots over 5 acres. The percentage of net buildable acres by 2040 design types is: 99.9% Outer Neighborhood; 0.1% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 65 POP; 21 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
24	244	31	164	1,639	672	7	2	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
6	7	8	8	3	0	3	7	8

Study Areas #25 & #26

Both these study areas are located southeast of Oregon City in Clackamas County and together contain 2,975 acres. The major roadways through the study areas are Hwy. 213, which runs southeast through the western portion of both sites; Beavercreek Road, which runs southeast and then turns to run east/west in Site #26; and Ferguson Road, which travels north/south through the eastern portion of the study areas.

URSA #25 encompasses 1,027 acres. EFU acres totaling 38 are located in the southeastern part of the study, just south of Henrici Road and east of Ferguson Road. The area is characterized by rural residential subdivisions of less than one acre, which are mainly off Beavercreek, Henrici and Ferguson roads. There are also some larger undeveloped parcels north of S. Wilson Road and west of Beavercreek Road. The average slope of the area is 4%. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 1408 POP; 455 HH; 21 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
25	1,027	38	729	6,221	5,329	7	6	1
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
7	8	8	8	3	0	3	9	9

URSA #26 is located south of Site #25 and has a similar development pattern as Site #25. The site is 1,947 acres with no EFU. Beavercreek and several of its tributaries meander through the study area. The tree covered areas are mainly along the streams. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 1418 POP; 451 HH; 361 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
26	1,947	0	1,057	9,545	6,575	6	5	1
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	4	5	6	3	0	3	8	9

Study Areas #27 & #28

The UGB provides northern borders for both of these study areas, which are located south of Oregon City in Clackamas County.

URSA #27 is 19 acres with an average slope of 5%. Thirteen acres are EFU and are located in the southern section of the study area. S. Noble Road provides access to the site. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 26 POP; 8 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
27	19	13	12	121	50	4	2	1
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
10	6	7	8	9	0	3	3	2

URSA #28 is comprised of 55 acres, almost all of which are EFU (51 acres). S. Leland Road runs along the eastern portion of the site where some development on half acre parcels has occurred (off Leland on Noblewood Avenue). Most of this study area appears to be actively farmed. The percentage of net buildable acres by 2040 design types is: 99.3% Outer Neighborhood; 0.7% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 64 POP; 21 HH; 1 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
28	55	51	35	347	142	8	7	1
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	6	7	8	9	0	3	2	2

Study Area #29

URSA #29 is adjacent to the UGB southwest of Oregon City and encompasses 322 acres, 134 of them EFU. Most of the EFU land is in the eastern and northwestern section of the study area. South End Road bisects the area running southwest from Oregon City. The main access to the eastern portion of the study area is S. Central Point Road; S. Beutal Road provides access to the western portion of the area. Tax lots vary in size and shape and there is very little development in the area. The average slope is 4%. The percentage of net buildable acres by 2040 design types is: 98.4% Outer Neighborhood; 1.6% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 126 POP; 42 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
29	322	134	219	2,160	884	8	3	1
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
4	7	8	8	5	0	3	6	6

Study Area #30

URSA #30 is a 139 acre site located west of West Linn, adjacent to the UGB, and is designated exception land. SW Rosemont Road and SW Day Road provide access to the area. The average slope is 11%. Tree cover is sparse, although there are tree farms in the area. The area is mostly undeveloped; however, subdivision development occurs right up to the UGB directly northeast of the study area across Day Road. The percentage of net buildable acres by 2040 design types is: 99.7% Outer Neighborhood; 0.3% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 18 POP; 6 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
30	139	0	79	787	322	3	3	7
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	5	6	6	7	0	3	7	7

Study Areas #31, #32, #33 & #34

These study area are located to the south of Lake Oswego in Clackamas County. This area is known as the Stafford Triangle.

URSA #31 is south of Lake Oswego and is 736 acres; 616 are zoned EFU. The study area consists of mostly large parcels that appear to be actively farmed. The exception acres are located in the eastern part of the study area; in the northern part, north of Bergis Road; and in the southwest corner, north of the Tualatin River. Wilson Creek and several of its tributaries flow through this study area. The area is relatively steep in parts and averages an 11% slope. Rosemont Road bisects the study area running southeast through it. A fire station is located just south of Rosemont Road outside of the study area on Station Lane. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 319 POP; 103 HH; 29 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
31	736	616	414	4,137	1,696	5	5	9
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
8	5	5	6	3	3	0	2	3

URSA #32 is 87 acres, mostly EFU (76 acres). It is located east of Stafford Road; SW Bergis Road bisects the study area running east/west. There is exception acreage in the very northern part of the study area as well as in the western portion, just east of Stafford Road. The average slope of the area is 10%. Agriculture is the dominant use in the area. A large orchard is located north of Bergis Road and is surrounded on three sides by the UGB. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 17 POP; 6 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
32	87	76	58	577	237	4	4	9
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
8	7	7	7	3	3	0	2	2

URSA #33, which is south and east of Cooks Butte Park and north of the Tualatin River, is 338 acres. There are 72 acres that are designated EFU, which are located east of Stafford Road. The main routes through the study area are Childs Road, SW Stafford Road and SW Rosemont Road. The average slope of the area is 14%. Pecan Creek, a tributary of the Tualatin River, flows through the study area. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 158 POP; 49 HH; 5 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
33	338	72	154	1,537	630	6	8	9
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
8	3	3	4	3	3	0	7	7

URSA #34 is east of Rivergrove. Part of the study area is north of the Tualatin River. The largest section of the study area is bounded on the west by the UGB, on the north and east by the Tualatin River and on the south by I-205. The study area is comprised of 756 exception acres. SW Borland Road runs east/west and intersects with SW Stafford Road, where it is known as Wankers Corner, and then turns to the southeast. There is a large church, a middle school and an elementary school off Borland Road. The study area has excellent access to I-205. The tax lots vary in size from less than an acre, east of Rivergrove, to larger parcels of 30 or more acres.

The average slope is 9%. Development inside the UGB occurs right up to the boundary. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 332 POP; 116 HH; 15 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
34	756	0	316	2,929	1,804	6	8	9
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
9	2	2	3	3	3	0	7	7

Study Area #35

URSA #35 is northeast of Wilsonville, east of I-5 and north of Elligsen Road. It is 48 acres with approximately 2 acres of EFU, which is located on the eastern side of the study area. The area has an average slope of 9%. There is an RV park on the west side of the study area, which is adjacent to the UGB. Farming is the predominant land use east of the RV park. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 21 POP; 7 HH; 83 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
35	48	1	31	314	129	0	6	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	8	8	8	3	3	0	6	4

Study Areas #36 & #37

These two sites are adjacent to each other and are located northeast of Wilsonville, north of Boeckman Road and west of SW Stafford Road.

URSA #36 is steeply sloped (18%) and forested. It contains 33 acres adjacent to the UGB and west of Site #37. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 1 POP; 1 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
36	33	0	7	72	29	4	2	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
5	0	0	0	3	3	0	7	7

URSA #37 is 146 acres with no EFU. SW Stafford is its eastern boundary; its western boundary is Site #36. The primary land use is agriculture and it is mostly flat with an average slope of 3%. The percentage of net buildable acres by 2040 design types is: 33.8% Inner Neighborhood; 66.1% Outer Neighborhood; 0.1% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 51 POP; 20 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
37	146	0	96	993	394	7	4	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
5	7	8	7	3	3	0	7	6

Study Areas #38 & #39

These two sites are located off Wilsonville Road, which is southwest of the city of Wilsonville in Clackamas County.

URSA #38 covers 42 acres zoned EFU. The study area contains farm fields and orchards. Wilsonville Road is the northern border. The area to the east of the study area, inside the UGB, has been subdivided and developed. The slope averages 5%. The percentage of net buildable acres by 2040 design types is: 64.1% Inner Neighborhood; 35.9% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 4 POP; 2 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
38	42	41	30	322	124	4	4	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich.	Agric. Ret.	Agric. Comp.
7	9	9	8	4	3	0	1	0

URSA #39, which is north of Wilsonville Road, has 13 acres, 11 of which are EFU. The study area is adjacent, in part, to public (middle) school property inside of the UGB to the east. The percentage of net buildable acres by 2040 design types is: 100.0% Inner Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 0 POP; 0 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
39	13	11	10	108	40	0	1	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	9	9	8	5	3	0	0	0

Study Areas #40 & #41

These two study areas are located to the west of Wilsonville in Clackamas County.

URSA #40 is west of SW Grahams Ferry Road and contains 36 acres, including 12 acres zoned EFU. The southern section of the study area is forested and contains the EFU land. The northern section is zoned rural residential and lot sizes range from 2 to 11 acres. The average slope is 9% and most of the incline is in the southern part of the study area. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 26 POP; 10 HH; 2 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
40	36	12	22	220	90	0	4	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
9	7	7	6	3	3	0	7	3

URSA #41 includes acreage both east and west of SW Grahams Ferry Road. The land west of Grahams Ferry is also north of SW Tooze Road. The study area also includes land east of 110th, between 110th and the UGB. There are 419 acres in this site, 285 are zoned EFU; the average slope is 3%. The dominant land use in this

study area is agriculture. There is a large subdivision south and east of 110th Avenue inside the UGB. The percentage of net buildable acres by 2040 design types is: 66.3% Inner Neighborhood; 33.7% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 84 POP; 31 HH; 8 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
41	419	285	242	2,579	992	5	5	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
7	6	6	6	3	3	0	2	3

Study Area #42

URSA #42 is northwest of the city of Wilsonville, just west of I-5 and Boones Ferry Road. It contains 243 acres, none of which are zoned EFU. Day Road is the northern boundary of the study area. The southwestern section of the study area is industrial zoning as is the adjacent land inside the UGB; both areas accommodate a variety of industrial uses. A large industrial park is also located inside the UGB south of Day Road, just off Boones Ferry Road. There are many trees in the northern section of the study area and a variety of agricultural uses scattered throughout. The study area is generally flat with only a 2% average slope. The percentage of net buildable acres by 2040 design types is: 79.9% Inner Neighborhood; 20.1% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 100 POP; 33 HH; 203 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
42	243	0	165	1,776	674	5	7	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
9	8	8	7	3	3	0	9	9

Study Area #43

URSA #43 is a forested area adjacent to the UGB containing 11 acres of exception land. The single tax lot has an average slope of 6%. It is located south of Tualatin east of SW Grahams Ferry Road in Washington County. The area surrounding the study area is undeveloped, forested land. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 0 POP; 0 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
43	11	0	6	62	26	0	2	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
8	7	6	5	3	3	0	7	9

Study Area #44

URSA #44, which is southwest of Tualatin in Washington County, encompasses 162 acres. Of those acres, 114 are zoned EFU. However, almost the entire site is a sand and gravel pit. The only area that is tree covered is the northwestern section of the study area, which is slated for industrial use by Washington County. The rest of the

area that is not part of the gravel pit is a mixture of uses. The percentage of net buildable acres by 2040 design types is: 42.5% Outer Neighborhood; 57.5% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 40 POP; 13 HH; 33 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
44	162	114	89	429	155	7	2	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
6	7	7	6	3	3	0	3	3

Study Areas #45 & #46

These two study area are located near the city of Sherwood and off Hwy. 99W.

URSA #45 is south of the city of Sherwood and east of Hwy. 99W. It is in both Washington and Clackamas counties. SW Brook man Road, which runs east/west in the southern portion of the study area, turns north at the Clackamas County line. The area east of that is in Clackamas County. The study area covers 632 acres and 197 are zoned EFU, which occur mostly in the eastern section of the study area. Farming is the dominant land use, with some large parcels between approximately 20 to 95 acres in size. The average slope is 7%. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 264 POP; 103 HH; 5 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
45	632	197	332	3,325	1,363	7	6	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
7	5	5	5	3	3	0	5	5

URSA #46 is west of the city of Sherwood on the west side of Hwy. 99W and south of Craggier Road in Washington County. There are 112 acres, with only 6 acres of EFU located on the very west boundary of the study area. The area is partially tree covered and there are several filbert orchards and other farming activities. The percentage of net buildable acres by 2040 design types is: 99.8% Outer Neighborhood; 0.2% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 23 POP; 9 HH; 4 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
46	112	6	73	725	297	5	6	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
5	7	7	7	6	3	0	7	6

Study Area #47

URSA #47 is bordered on three sides by the UGB, west of King City. The eastern border of the study area is SW 131st Avenue, the western border is SW 137th, and the southern border is the Tualatin River. There are 127 acres in the study area, none of which EFU. The eastern half of the URSA has smaller tax lot sizes than the western half; lot sizes range from half an acre up to over 26 acres. A sewer line runs down the middle SW 131st Avenue. East of SW 131st, which is inside of the UGB, there are several large subdivisions. The land is flat

with an average slope of 3%. The percentage of net buildable acres by 2040 design types is: 99.8% Outer Neighborhood; 0.2% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 64 POP; 25 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
47	127	0	31	312	128	7	2	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
5	0	0	0	3	3	0	4	5

Study Area #48

URSA #48 is northwest of King City and located between SW Bull Mountain Road to the north, SW Beef Bend Road to the south, and directly west of SW 150th, adjacent to the UGB. The 218 acres in this site are all exception land. The 12% average slope occurs in the tree covered areas throughout the site. The treeless areas appear to be farm uses. Agricultural uses surround the study area on two sides: to the south and west. There are several subdivisions north and east of the study area. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 29 POP; 11 HH; 7 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
48	218	0	130	1,301	533	6	2	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
2	6	6	7	3	3	0	7	7

Study Area #49

URSA #49 covers 695 acres, 138 of them are EFU and occur in the center and in the southwest corner of the study area. The area is located on Cooper Mountain, west of Tigard and southwest of Beaverton. Weir Road forms the northern boundary; 175th (Reusser Road) is the western boundary. SW Scholls, SW Beef Bend and SW Bull Mountain roads run through the southern section of the study area. The average slope is 10%, with the steepest inclines in the northern half of the site. The northern section of the study area contains low density rural residential development. A fire station is located on 175th south of Weir Road. Subdivision development occurs just inside the UGB northeast and southwest of the study area. The southern section of the study area remains relatively undeveloped with farming the dominant land use. The percentage of net buildable acres by 2040 design types is: 29.2% Inner Neighborhood; 70.6% Outer Neighborhood; 0.2% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 292 POP; 98 HH; 10 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
49	695	138	397	4,075	1,623	7	5	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
2	5	6	6	3	3	0	6	6

Study Area #50

URSA #50 is 282 acres with approximately one acre of EFU. The study area is located southwest of Beaverton, where SW 185th turns into SW Gassner Road. Most of the area has been subdivided into a low density, rural

residential subdivision with large homes. Some larger, undeveloped parcels remain west of the UGB and in the western section of the study area, east of SW Grabhorn Road. The average slope of 8% occurs mainly in the eastern corner. The percentage of net buildable acres by 2040 design types is: 93.8% Outer Neighborhood; 6.2% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 415 POP; 132 HH; 6 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
50	282	1	189	1,790	729	7	4	3
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	7	8	8	3	3	0	9	9

Study Areas #51, #52, #53, #54 & #55

These study areas total 1,496 acres and are located west of Beaverton in Washington County. SW 209th forms the eastern boundary of the sites and all are south of Tualatin Valley Highway. Farming is the predominant use in #51, #52 and #53 and all are flat lands. Subdivision development has occurred east of SW 209th, subdivision has occurred.

URSA #51 covers 117 acres in the Hazeldale area, north of SW Farmington Road and west of SW 209th. There are 45 acres of EFU in the northwest and southwest portions of the study area. Farming is the dominant use in this study area and farm uses surround the study area on three sides. Subdivision development occurs east of the study area. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 49 POP; 17 HH; 4 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
51	117	45	69	689	283	7	8	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
8	6	6	6	3	10	0	4	3

URSA #52 consists of 103 acres, 11 are EFU located in the southwest section of the study area. Murphy Lane provides access to the southern section of the study area. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 48 POP; 16 HH; 1 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
52	103	11	74	740	303	8	7	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
9	8	8	8	3	10	0	8	5

URSA #53 is an area of 204 acres, most of which are EFU zoned (183 acres). Butternut Creek runs east/west through the northern part of the study area. The percentage of net buildable acres by 2040 design types is:

100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 8 POP; 3 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
53	204	183	114	1,138	467	8	2	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
7	6	5	5	3	10	0	0	1

URSA #54 has 189 acres, 143 are EFU that occur in the northern half of the study area. The percentage of net buildable acres by 2040 design types is: 49.4% Inner Neighborhood; 50.6% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 23 POP; 8 HH; 21 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
54	189	143	137	1,433	560	8	3	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
9	9	9	8	3	10	0	0	0

URSA #55 is directly south of Tualatin Valley Highway; it covers 883 acres. There are 476 EFU acres that are located in the eastern and southern sections of the study area. Gordon Creek, a tributary of the Tualatin River, flows in a northwesterly direction through the site. River Road runs through the western section. Most of the western part of the study area is divided into tax lots ranging from a half acre to over 20 acres. The eastern section, between SW 209th and SW 229th, contains two large tax lots. The percentage of net buildable acres by 2040 design types is: 45.1% Inner Neighborhood; 54.9% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 267 POP; 92 HH; 12 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
55	883	476	499	5,216	2,046	8	3	4
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
10	6	5	5	6	10	0	2	2

Study Area #56

URSA #56 is south of SW Hwy. 47 and south of Forest Grove. It covers 48 acres, which are all zoned EFU. The land is flat and devoted to farming. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 2 POP; 1 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
56	48	48	23	233	96	7	2	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
7	5	4	4	4	10	0	0	0

Study Areas #57, #58, #59 & #60

These study areas are north of Forest Grove and Cornelius, and adjacent to the UGB in Washington County.

URSA #57 is west of NW Hwy. 47, with a small area east of the highway, and north of Forest Grove. The study area is 77 acres, 64 acres of which are EFU zoned. The area is comprised of only a couple large tax lots that are farm fields. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 14 POP; 5 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
57	77	64	23	229	94	6	4	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
10	1	0	0	5	10	0	1	1

URSA #58 is north of Forest Grove and east of NW Hwy. 47. It covers 527 acres, most of which are EFU (516 acres). Beal, Porter and Martin roads provide access into the study area. Agriculture is the dominant land use. A tributary of Council Creek flows north/south through the property, east of Porter Road. The percentage of net buildable acres by 2040 design types is: 99.8% Outer Neighborhood; 0.2% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 67 POP; 28 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
58	527	516	275	1,245	4,403	8	2	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
8	5	4	4	3	10	0	1	1

URSA #59 contains 66 acres, most are EFU (64 acres). The study area is located north of Cornelius and is bounded on the north by Council Creek. There are 28 acres of floodplain in this area. Farming activity is the existing land use. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 0 POP; 0 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
59	66	64	19	74	328	7	2	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
9	1	0	0	4	10	0	1	1

URSA #60, which is northeast of Cornelius, has 280 acres. There are 140 acres of EFU that are mainly located east of Susbauer Road. Additional EFU acres occur in the southwestern section of the study area. Most of the study area is comprised of large tax lots that are being farmed. The percentage of net buildable acres by 2040 design types is: 99.9% Inner Neighborhood; 0.1% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 73 POP; 26 HH; 13 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
60	280	140	139	869	1,884	8	4	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
5	5	4	4	7	10	0	3	3

Study Areas #61, #62 & #63

These study areas are located northeast of Hillsboro in Washington County. The area is relatively flat and agricultural activities are the dominant land use.

URSA #61 is north of NW Evergreen Road and east of NW 268th. It contains 46 acres; 17 are EFU acres located in the eastern part of the study area. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 7 POP; 2 HH; 1 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
61	46	17	27	273	112	5	6	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	7	6	6	7	3	0	4	6

URSA #62 has 692 acres, 590 are EFU acres. The study area is split by Hwy. 26. The larger area, which is south of Hwy. 26, is bounded by NW Evergreen Road to the south and Shute Road to the east. The smaller area north of Hwy. 26 is mostly east of Helvetia Road and south of West Union Road. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 350 POP; 116 HH; 9 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
62	692	590	409	4,089	1,677	7	5	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	7	6	6	3	3	0	2	2

URSA #63 is a small parcel of EFU land, approximately 19 acres, that is adjacent to Site #62 (in the section north of Hwy. 26 and west of Helvetia Road). The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 7 POP; 2 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
63	19	19	11	111	45	5	2	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	7	6	6	3	3	0	1	1

Study Areas #64 & #65 & #66

Study areas #64 and #65 are both in Washington County, whereas #66 is in both Multnomah and Washington counties. They are all located north of Hwy. 26.

URSA #64 is located north of West Union Road and is comprised of 616 acres; 400 acres are EFU mainly occurring in the northern and eastern sections of the study area. Most tax lots are large, but there is a number of them ranging in size from one to five acres in the area known as Bendemeer. The average slope of the area is 5%, with most of the grade occurring east of NW Cornelius Pass Road, which runs northeast/southwest bisecting the area. The percentage of net buildable acres by 2040 design types is: 49.0% Inner Neighborhood; 50.8%

Outer Neighborhood; 0.1% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 238 POP; 85 HH; 280 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
64	616	400	354	3,713	1,451	7	5	10
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	6	6	6	3	3	0	3	3

URSA #65 covers 541 acres; 285 are zoned EFU. Part of the study area is west of NW 185th, the other area is north of the Rock Creek Campus of Portland Community College and north of Springville Road. Pockets of EFU land are located west of NW 185th in the Bethany area, east of the college, and in the northeastern part of the study area. The exception land is located north of the college and around NW Kaiser, which travels north/south through the eastern half of the study area. The average slope of the area is 7%. The percentage of net buildable acres by 2040 design types is: 6.4% Inner Neighborhood; 93.6% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 110 POP; 39 HH; 2 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
65	541	285	318	3,198	1,303	8	6	6
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
5	6	6	6	4	3	0	4	3

URSA #66 is 62 acres zoned EFU. It is located south of NW Springville Road and east of Site #65. The southernmost tax lot is in Washington County while the remaining parcels to the north are in Multnomah County. The parcels are undeveloped and some farming is taking place. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 0 POP; 0 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
66	62	62	28	227	114	5	2	6
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
2	4	3	3	3	3	0	2	3

Study Areas #67 & #68

Both of these study areas are located off NW Thompson Road in Multnomah County. Site #67 is north of NW Thompson Road, while Site #68 partly north and south of it.

URSA #67 is a steeply sloped (averaging 20%), forested area with 406 acres; 47 are zoned EFU. The EFU acres are in the northwestern section of the study area and are surrounded on three sides by exception land. NW Laidlaw provides access through most of the study area, and along the road rural type development has occurred on parcels between approximately one to ten acres. Bronson Creek and its tributaries flow through the study area. The percentage of net buildable acres by 2040 design types is: 91.6% Outer Neighborhood; 8.4% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 195 POP; 76 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
67	406	47	115	1,067	433	6	4	6
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
4	0	1	1	3	3	0	8	8

URSA #68 is completely surrounded by the UGB. It contains 67 acres of exception land. There is rural residential development along NW Laidlaw on parcels of a half acre or more. Larger parcels south of NW Thompson have little development, are steeply sloped (19%) and heavily forested. The percentage of net buildable acres by 2040 design types is: 95.9% Inner Neighborhood; 4.1% Open Space. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 97 POP; 38 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
68	67	0	23	246	91	7	9	6
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
3	1	1	2	9	3	0	4	4

Study Areas #69, #70, #71 & #72

This area is adjacent to Forest Park. It is part of the city of Portland, yet outside the urban growth boundary. The total acreage for these four study areas is approximately 510 acres. These areas run along NW Skyline Boulevard and the UGB, and west of Forest Park and the UGB.

URSA #69, the southernmost portion of the combined study area, is 235 acres (229 are EFU). It is east of NW Skyline, very steep (averaging 27% slope) and heavily forested. Saltzman Creek flows through the study area. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 10 POP; 4 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
69	235	229	30	299	122	2	3	2
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	0	0	0	5	3	0	1	1

URSA #70 has an average slope of 26% and is heavily forested. There are 223 acres, 219 of which are EFU. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 13 POP; 5 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
70	223	219	30	296	121	2	3	2
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	0	0	0	3	3	0	3	2

URSA #71 is 28 acres; 26 are EFU. It is the least sloped of the four study areas with an average of 12%. It is also has fewer trees than the other study areas. The percentage of net buildable acres by 2040 design types is:

100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 12 POP; 5 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
71	28	26	18	178	73	2	5	2
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	7	7	8	3	3	0	2	2

URSA #72 is mostly south of SW Skyline Boulevard with a small area east of Skyline and south of Springville Road. It has 23 acres, mostly EFU (20 acres), with an average slope of 14%. The percentage of net buildable acres by 2040 design types is: 100.0% Outer Neighborhood. The 1994 population (POP), households (HH), and employees (EMP) are as follows: 18 POP; 7 HH; 0 EMP.

Site #	Acres	Res. Ac.	Bld. Ac.	DU Cap.	EMP Cap.	Util. Feas.	Rd. Network	Traffic Cong.
72	23	23	12	117	48	1	10	2
Schools	Eff. Factor	Bld. Land	Env. Const.	Acc. to Ctrs.	Jobs Rich	HH. Rich	Agric. Ret.	Agric. Comp.
1	4	4	5	3	3	0	3	3

Appendix C

Public Meeting Summaries

Urban Reserve Study Area Open Houses - June, 1996 Wrap-Up Report

Open House Summary.

The Growth Management staff conducted four Urban Reserve Study Area open houses at locations near the Urban Growth Boundary from June 11-19, 1996. Overall, approximately 460 citizens attended the four open houses. The locations and the estimated number of participants were:

June 11, 1996 - Oregon City High School Moss Campus - 125 participants

June 13, 1996 - Oregon Trail Grade School in Clackamas- 95 participants

June 18, 1996 - Tualatin High School Campus - 115 participants

June 19, 1996 - Westview High School Campus in Beaverton - 125 participants

This is particularly noteworthy because the primary means of communication were direct mail packets sent to approximately 5,800 households within the Urban Reserve Study Areas. Of those attending and completing evaluation forms, the majority (59%) had never attended a Metro public meeting before.

Publicity.

The residents owning property in the URSAs were notified by mail and print ads were placed with community newspapers. Press releases and calendar listings were also sent out to local media regarding the open houses. In addition, 7,650 flyers were sent to schools near URSAs which were then distributed to parents.

Components of Open House

From 5:00 - 7:00 p.m., citizens were invited to pick up printed information, examine maps of the URSAs and ask Metro Councilors and staff questions in an informal setting. The maps were designed to show whether the URSAs had a high, moderate or low propensity for development, based on development factors mandated in state law. Specific quadrangle maps and aerial photos of each URSA were also available to participants.. Metro newsletters, videos and copies of URSA maps and matrices were available for citizens to take home with them.

From 7:00 - 8:00 p.m., Metro Councilors and staff facilitated a question and answer session in area adjacent to the map display area. After a brief introduction, citizens were encouraged to ask any question that occurred to them. The sessions were led by Councilor McLain, who attended all four open houses, with assistance from Councilors Kvistad, Morrisette, Washington and McFarland.

Feedback Overview.

Staff received a total of 72 evaluation forms (15%) from participants either at the event or through the mail afterwards. The questionnaire asked five multiple choice or yes/no questions and three open-ended questions.

Comments From Evaluations

The open-ended questions elicited a broad range of written comments. In response to being asked about having further questions on URSA's after having attended the open house, people wrote:

(From Oregon City open house)

"I sometimes have access/receive information that I do not understand, do not have background for."

"Who decided #25 region. When will this take place?"

"Need to know when and how to protest committee's decision."

"I would like to know the specifics of the environmental analysis."

"Yes, but wish you would listen more to your surveys - like the last one you spent 30,000.00 on - where the majority of people once again said no to expanding the urban growth areas - and no to these small lot sizes."

"I'd like to know what jurisdiction suggested each area and why. The intent and possible future uses of these areas would be of interest and concern to citizens. I think most people just assume that these areas are for more residential subdivisions, when in reality, industrial /commercial use is also a likely scenario."

(From Damascus open house)

"What is being done to make sure public schools receive help when they are overcrowded due to overdevelopment then they can handle."

"The maps provided were very colorful and very confusing."

"Longer meetings."

(From Tualatin open house)

"What's happening"

"Detailed analyses for each of the study areas would be very informative if they were available at the Open House."

"How were the areas chosen...all of Bull Mtn should be included in Urban Reserve Study

area. Also all of the area south of Beef Bend Rd from 131st to 150th should be included.”

“Not enough time due to questions.”

“I have to assimilate the material I have received.”

“Carol was very helpful.”

“Except for good information about infill, ie maps, numbers, etc.”

“I was told that the 10 acres I own would have been 1/2 acre lots had a UGB line not been in place, that now I’ll be looking at 7,000-8,000 ft lots. From this aspect, its unfortunate that a line was ever drawn. Livability - not being taxed to death to force homeowners into living on top of each other.”

(From Westview open house)

“I wish I understood it better, although it was presented well.”

“I expected something on high density in Hillsboro and the entire West Side.”

(Comments from evaluations mailed in later)

“More than enough sparing no expense with studies and bldgs and rents and salaries. When will Metro ever end? And when do you begin to help the next peaceful city?”

We asked for suggestions on how to improve our outreach and open houses and received the following comments:

(From Oregon City open house)

“Can’t do better than being available. If productions for cable access TV channels were better, that might be another mode.”

“Let us know, based on past experiences, what this will cost us, ie. sewers, roads, taxes, etc.”

“More information in newspapers.”

“Mail to all the residents of the urban areas and several miles around the area.”

“Start questions/answers on time. Began at 7:15 vs. 7:00 p.m.”

“Very well done”

"Expand the meeting times."

"When answering questions, the speakers often sound like they are reading from a textbook. They are talented and articulate, but need to talk to citizens in language that means something to them. The answers sound rehearsed and are too general."

(From Damascus open house)

"Contact local P.T.A., Neighborhood Assn."

"Longer question and answer time."

(From Tualatin open house)

"Be honest."

"Newsletters and mailings"

"Talk to us."

"You have done an excellent job."

"Television advertisements; somewhat later meetings in evenings until 9:00 p.m."

"Keep the lawyers and convoluted questions under tow - they are generally trying to impress and gather future customers."

"You're doing it now - giving us a chance to 'feed back'."

"I like part of the program to be a briefing. Local city briefing by Metro."

"Let Jon K. do the talking."

"You seem to be really trying to reach people and inform them - too bad most people are too busy."

"If it would work out, it might be well to have meetings with property owners within specific study areas."

"Clarify (with a chart) how many people are predicted to come and how much infill is available. I support the lady's suggestion re better visual illustration of density -- as a general training item. I think the general public has not caught up with Metro's understanding re density and infill."

"Susan McLain should not get so personally involved or defensive toward comments and

questions. This should be an opportunity for Open Forum not a podium for her ideas and comments. Jon's short answers are preferred."

(From Westview open house)

"Explain in mailings what an Open House provides. Did not know you would have fine maps and staff to interpret. Furnish tables and chairs so old guys can write better."

"Local news, radio, public notices"

"It would really help if you had a suggested procedure for understanding the various displays. Example: Numbers on maps refer to specific geographic areas- pick up numbered maps at 1st table- front page shows numbers relating to the various areas - we can then understand what we're viewing. Also glossary of abbreviations, ie URSA."

"Put signs, starting at street (185th) back to open house location. Have speakers speak English. If and when use acronyms such as Goal 5, LCDC, SB122, etc, define them in simple English."

"It might help to locate areas if more street names were on the map."

"I think you've done an exceptional job of outreach. If you could convince a TV station to run occasional 30-minute segments of the planning process and the nature of growth of this community, you could reach a lot of people."

"Keep using those signs out front - we almost forgot!"

(Comments from evaluations mailed in later)

"Why don't you explain all the aspects of your jobs at Metro with daily schedules and expenditures to determine whether your 2040 plan is what we expected - and whether the investment of 26 million bldg, plus all of the above warrants your land grab tactics. The word 'boundary' implies liveability within bounds. Go to the next city and stay within their bounds."

"Neighborhood phone trees - set up by CPO's - personal contact gets better response, more community feeling."

"I am in area 5 and have never received any information about Metro. it were not for a neighbor, I would not have known about this open house. I do not know how you form your mailing list, but maybe there are more people than me being missed."

Our final question dealt with comments about Metro and 2040. Written feedback included
(From Oregon City open house)

"Concern about overloading of infrastructure -- water, sewer, roads,-- as boundary now stands. Rapidly the Sunnyside area, Hwy 224, 212, 213 Bypass, exiting and entering Hwy 205 are nearing density of traffic similar to Hwy 217/Hwy 26. There is not adequate Tri-Met transportation connection from any of these areas viable to relieve the impending gridlock."

"Keep in mind farm land/tree farms etc are important in the Oregon environmental scheme of things. Animals don't have a voice. - Also traffic already is horrible off of Park Place exit. Need another exit onto I-205. - Protect open/green spaces."

"Why do you continue to allow development or are even considering development of rural areas. Especially before any infrastructure is in place or the money available? You all seem more concerned with the homebuilders and the people you think may move here rather than the people who already live her and what they want. Your going to create the same problems on the east side that has been allowed on the west side. STUPID!"

"One has to wonder just how much community involvement Metro is willing to promote. Its probably easier on Metro to not get too technical with their responses, thus keeping 'the masses' just ignorant enough to give Metro elbow room to make decisions with minimal interference from the rest of us. All these maps and charts and 2040 Growth Concept rhetoric are nice enough, but there's lots more to the story that people feel you are holding back. I think that I want the growth boundary expanded, but I'd sure like more specific info about how it could affect the land values, property taxes, traffic, schools, etc. etc. etc."

(From Damascus open house)

"More integration of transportation and road enlargement into your studies. Your maps do not even show the proposed Sunnybrook extension or the enlargement of Sunnyside Road to 5 lanes. Transportation needs to be included in your growth management program. The effects of these two proposals (Sunnybrook Extension with the increased traffic on Sunnyside Rd. And the enlargement of Sunnyside Rd.) are nowhere to be found in your reports and studies."

"You need roads in place first before development. Will developers voluntarily pay for their roads/sewer/etc before they develop and make the congestion a nightmare?"

"Thank you to the three members who answered questions and the other couple of folks who had information."

"Metro seems to have little effect on solutions on our local problems. They bring only the bad news."

"I think those who are buying into a new area should be able to know the future development of that area so they can make a knowledgeable decision. Thank you for

taking the time to be available to us about the future. We know you have a difficult task pleasing people. We appreciate you."

(From Tualatin open house)

"Hold the UGB! Developers have enough land to develop inside the UGB."

"Open houses are a great idea. Please continue them. Thanks."

"Stinks"

"Continue to keep the public informed and included in whole process."

"Livability means different things to different people. All options for living/life styles should be continued. There is a need for small lots, large lots and even urban farms to serve the public w/in the UGB."

"Keep up the good work."

"Good job. I'm very impressed with the knowledge and commitment of the 2 councilors present."

"I would like Metro to promote better feelings between local cities and Metro. I don't see that presently."

"I like many of the points, but have some reservations about others - specifically impact on housing availability and cost impact on schools, etc."

"I'm relieved to see that the Urban Growth Boundary that I live on is not under study - Thank you!!"

"Please use somewhat lighter weight paper for mailings if possible. Granny flats can have a second function of providing relief from taxes for senior citizens, i.e. a ready made rental unit for 1 (or 2) people."

"Please keep Jon Kvistad active in the decision making process. He is the one with most logical common sense approach."

"Site #41 - You should include all of Malloy Way (Wilson Acres) or put the boundary down to Grahams Ferry Rd. The boundary line makes no sense where it is now. Please look at this area again. My property on the line and would like for you to come out and look."

(From Westview open house)

"I was disappointed at the turnout. The voices of only a few are heard - many the same - to decide for all."

"Seems to be a lot of fluctuation in if an area is considered for study. Seems like an area is decided not to go into being a potential urban growth area - and then the next thing you hear its back on the chopping block. Seems as if once a decision is reached, it doesn't really mean much."

"You are doing a great job of forcing the 27 jurisdictions to talk to each other."

"I think you have too much power over the cities and Washington County--to much growth is detrimental to livability and high density is terrible."

"When talking of 2040, also address the many related subjects and related bits of legislation that make it a whole."

"Opportunity for attendees to talk one on one with staff and to leave comments in a meaningful format is important to retain. It is critical to continue to give information to the general public, and receive their (our) comments seriously. Following this process for several years, it becomes increasingly obvious that realtors and builders can afford time and money to participate, lobby and study in favor of profitable 'greenfield' development. They will take this community straight to 'L.A. County' if your plans let them! Risk preservation of agriculture and natural areas! Risk density! We can accept those consequences!"

"Good job! We're happy to live in Portland!"

(Comments from evaluations mailed in later)

"The revised UGB for your section 16 map looks good. It seems to compliment and validate the idea of a neotraditional city "hub" across the street. What is Metro's plan for where urban and rural meet? It can be a headache for rural more spacious property owners to deal with quantities of kids and pets looking for handy park spaces. As well as security issues."

"Work your land a lifetime - and then imagine having it taken from you by bureaucracy - then watch the wolves tear it up and cover it with pollution, ostentatious dwellings, poverty and crime....We're at your mercy! And we've been 'conned' into electing you to save us from urban sprawl, you brought chaos - and plan for more....instead call 658-6630 if you want to talk."

"Area 20 - Five houses received substantial damage from a soil slump February 1996. - Why develop a narrow strip less than 500' wide? - Why make islands of unincorporated lands inside city limits, increases cost of police and fire, water services. - What % of

properties would be split by Urban Growth Boundary in Area 20.”

“I think Metro should study and move the growth boundary in some areas. Jamming too many people into a small area breeds crime and violence. This also makes house more costly. In some cases, subdivisions have made the farm land around them unfarmable. The homeowners don't like the sprays, farm animals noises or smells, and general noise and dirt from farming.”

The overall feedback was generally positive to the open houses, with a number of written comments reflecting an appreciation for having the opportunity to meet with Council members. A heavy majority of the attendees (81%) said they learned about the open houses through Metro's 2040 mailings.

Elements of the open houses that people strongly supported continuing in the future were display area/information tables (88%), interaction with elected officials and staff (80%) and comment boards (62%). Almost everyone (94%) prefer to be kept informed through newsletters and other mailings, with open houses and other special events receiving the second highest response (61%). Most of those surveyed (64%) indicated that they received adequate information about the urban reserve study areas and the role the URSAs play in the planning process.

***METRO 2040 OPEN HOUSE
Oregon City
June 11, 1996***

*Moss Campus of Oregon City High School Commons
16761 S. Beaver Creek Road*

Question & Answer Session with Metro Elected Officials

Metro Councilors Present: Councilor Susan McLain, Councilor Don Morissette and Metro Presiding Officer Jon Kvistad

Councilor McLain began the question and answer session at 7:09 p.m. and welcomed all those present. She introduced Councilors Kvistad and Morissette to all those present.

Councilor McLain said she lived in Forest Grove and served as chair of the Council Growth Management Committee (GMC). She said this open house was the first of four outreach efforts to the communities with Urban Reserve Study Areas (URSAs).

Councilor McLain asked all the citizens present to fill out the blue questionnaire sheet to tell Metro what they liked or did not like about the open house or what they would like to see at future open houses.

Councilor McLain said over the next six months, the GMC and the full Council, the Executive 2040 Means Business Committee, and cities and counties in the region would discuss the URSAs. She said most citizens present at this meeting had discovered they might be in an URSA. She referred those present to the maps with the numbered URSA sites on them available for display in the Commons. She said the URSAs were suggested by Clackamas County, or by Oregon City, or by the Clackamas County Business Round Table or citizen involvement groups in Clackamas County. She referred those present to the yellow sheet which listed urban reserve criteria. She said Metro had been responsible since 1979 for the Urban Growth Boundary (UGB), but had recently gotten responsibility for the urban reserves. She said Metro was supposed to evaluate where it would make the most sense for urbanization because of the state requirement that Metro plan for a 20-year rolling land supply.

Councilor McLain opened the question and answer session.

Citizen: Are all factors valued equally or are some considered more valuable more than others? Also, where does Metro plan to have people work?

McLain: There are nine factors and they are not prioritized in any way. As a unit, they are all considered very important. A basic 2040 Growth Concept requirement is to look at the jobs/housing balance. We don't want one community to have all the jobs. We know Clackamas County is job-deficient and we are addressing that issue.

- Citizen: Is there any criteria on school densities?
- McLain: Metro is looking at the land needs, roads and access we would need for those facilities. We have asked a group of school superintendents to meet and let us know what their needs and concerns are.
- Turpel: If there is an existing school, or a school district owned land in an URSA, or if same was within .25 miles of a school, that URSA would be given a higher weight.
- Citizen: But that still does not take into account the density of the school system so that is not relevant to us.
- McLain: Metro has no jurisdictional responsibility for schools and Beaverton's enrollment is facing some of the same issues. Metro's planning did not take enrollment or class size into consideration and there is also the feeling that schools are better taken care of by local districts with their local approach.
- Citizen: Shouldn't schools be a Metro issue?
- McLain: Metro does not have a general tax base for its own needs and its financing structure is mostly fee-based, so it definitely is not set up to take on the financing of schools. Metro's particular niche is land use and transportation. However, our Regional Environmental Management Department does provide solid waste education on waste reduction and recycling to the kids via kits, puppet shows and other items.
- Citizen: URSA Site No. 20 is only about 500 feet wide and bordered by county on both sides. Why include it?
- McLain: That section is Holly Lane and was suggested by Clackamas County as an area that was already urbanized or had higher density already. The slopes are high percentage and my personal view is that area is rather limited for density/urbanization.
- Citizen: Should the County Commissioners be looking at land development in Clackamas County especially with regard to industrial/commercial use?
- McLain: The local governments are responsible for that kind of planning/zoning. What Metro has done is to look and see where there were areas of deficiency. Metro has done that especially regarding transportation. So Metro is looking at where the URSAs should be located and responsive to their needs.
- Citizen: Why can't counties just go ahead and rezone?
- McLain: Jurisdictions cannot plan for land outside their boundaries.

Citizen: Is there a farm tax deferral (FTD) for small acreages inside or outside the UGB?

McLain: Farm tax deferral is in place right now. Call your county extension agent.

Citizen: What is the schedule for pending decisions? Is it on track?

McLain: The goal right now is December 5, 1996 for completing decisions on which URSAs should become Urban Reserves. The Council's goal is to have that process completed by the end of December 1996.

Citizen: That is when the Urban Reserves would be adopted/designated?

McLain: The URSAs selected will turn into Urban Reserves. Then the Council will decide how they come in and how the jurisdictions will utilize them. We have to decide if jurisdictions will be rewarded for their already high densities and how we will prevent people from being taxed at a higher rate before they're in an urbanized area.

Citizen: I'm on a little island. If I'm turned down, can I appeal?

McLain: Let us know at the beginning of the process. We are here tonight to inform you of this process at the start and to get your thoughts and feelings at the start of the process also.

Citizen: Who regulates land outside the UGB?

McLain: Your county commissioners. They have the Senate Bill 122 to coordinate the delivery of urban services with other local governments and service providers; a requirement which means they have to figure out who provides your services.

Citizen: What about transportation?

McLain: Transportation is an essential part of the 2040 Growth Concept. Land use and transportation have to happen together. We are updating the Regional Transportation Plan (RTP), and as we do it, the local jurisdictions have to do it.

This area already has transportation problems and we have heard about other areas such as Sunnyside.

Citizen: What role has the water supply played in all this?

McLain: Over the last three years, we have had two different levels of stakeholder interviews with water and service providers. We have had a consultant do a cost feasibility study. Please look at the brown map on display for a visual companion to that study. The water supply/services can be more costly because of slopes, gravity feed, and the condition of pipes.

Citizen: Is the availability of water alone a criteria?

McLain: Hillsboro has indicated to us they have a water problem. They have five years to get another source or storage. The Metro Council is mulling those issues.

Kvistad: We are working with all the jurisdictions and all the water purveyors to look at land needs, and everyone involved is developing a 50-year supply plan on all water sources, including Bull Run and City of Portland wells. We are projecting growth and future water supply needs. This area is fortunate to have the Clackamas River water line. All the transmission and supply lines need to be interconnected. Water problems in one place affect others elsewhere.

Citizen: I still think there are too many people and not enough water.

Kvistad: No one expected this kind of growth. We have always welcomed newcomers as part of our culture, but have grown so quickly it has out paced our ability to cope. Metro is the agency that serves as a clearinghouse of information to take care of these issues. We have to decide how we're going to deal with this. How to own a house, get a job and not just have miles and miles of tract homes and also have Greenspaces. I'm afraid of what we're going to lose. When you hear about all the policy advisory committees, just remember we're local folks, too. We don't want to be the people who come in and say, "You have to do this." We have to work together.

Citizen: Is any consideration being given to Area Nos. 25 and 26 that feeds into the Oregon City bike paths and is backing everything up quite a bit?

McLain: The Regional Transportation Plan tries to address how the regional system could work better. It does address South/North LRT. The City of Oregon City does understand that their transportation issues mean fairly large improvements. If they don't know that, you need to talk to them about that.

Citizen: Oregon is quite large land-wise. Why do we have to focus all this growth in the tri-county area? The people who are coming are reaping what we worked hard to create. Why can't we create jobs out in Eastern Oregon?

McLain: I will tell that to Governor Kitzhaber who is working on those issues via the state Transportation Initiatives Task Force because he believes it is important for Oregon to be economically healthy overall. That task force is also addressing freight mobility, the Port and getting goods to the right markets.

Citizen: If you can truck garbage from here to Arlington, you can surely build roads.

McLain: We have said in the 2040 Growth Concept it does not all have to happen within the UGB. We have done work with neighboring cities to see that they're healthy and the Metro area does not impact negatively on them. I appreciate your concern.

because I have family I want to be able to live in Oregon, also. We are all planning for our children and grandchildren.

Citizen: If the border cuts through properties, what happens?

McLain: This is just a study right now, not a land use decision, so we can't use tax lots.

Citizen: What happens if you decide to use half of a five acre piece of property?

McLain: We are discussing that. Some people have told us that the UGB split their property in 1979 and they haven't been able to fix it since.

Citizen: Right now the yellow line is an approximation. When will that be a reality?

McLain: When we designate the Urban Reserves in December 1996 is when we will become tax lot specific.

Citizen: Have you visited all the sites?

McLain: Yes, I have personally visited all the sites as has Mark Turpel and some of the Councilors along with Rosemary Furfey and Carol Krigger.

Citizen: Do you walk through wetlands?

McLain: Yes.

Citizen: What occurs after December?

McLain: We have to get acknowledgment from the Land Conservation and Development Commission (LCDC). North Plains tried to add 300 acres and was denied by LCDC because they used part of our forecasted population projections for their needs. We have to do the same thing and be recognized by LCDC as meeting state laws and our own codes/regulations.

Citizen: Again, what is the timeline?

McLain: Regarding the boundary change? The Council is still deciding what, when and how land will be taken in after the LCDC process. The Council has diverse opinions on that process. We are assuming it will take no more than a year. And we're also trying to decide if it will be an ongoing process with adjustments every year, two years, three years?

Citizen: Prior to December you will hold public hearings?

McLain: Yes, we will.

Citizen: I was told Site No. 17 was suggested by the City of Oregon City. Have they said why?

McLain: I suggest you ask the City of Oregon City directly why they recommended that area.

Citizen: How will this affect real estate prices and taxation?

McLain: That is a very, very defined debate. Some people believe the UGB has caused housing prices to go up. I believe it is one of the many factors. The cost of land will be very dependent on land supply and economic decisions. Intel feels they will level out at 9,000 employees. That will affect our citizens.

Citizen: To what extent is there debate on increasing density within the UGB? Portland is not a very dense city compared to other cities.

McLain: We have had a lot of discussion about design. If you look at the design charrettes we've had, and other issues, there is a lot of discussion about how much density can be achieved because of neighborhood concerns.

Citizen: The issues hinge on how many people can live here comfortably.

McLain: That is why we have asked all the jurisdictions how many people they think they can hold and are coming on a realistic basis.

Citizen: Are those estimates realistic?

McLain: Portland's estimates might be a little high, but they can achieve more than they are doing now.

Citizen: How do they deal with property inside the UGB and inside an URSA?

McLain: They don't have to yet.

Citizen: I did get a notice that my tax lot had been divided.

McLain: Then you have a very good point.

Citizen: I'm a neighbor of his and he has PGE lines right on his property.

McLain: I'm not a specialist on the use of power lines.

Morissette: The easements vary from area to area.

McLain: In my district they are dealing with a right-of-way issue, maybe we can check this out for you.

Citizen: Hypothetically, if there are 10 acres outside the UGB and it becomes an Urban Reserve, how does it become a subdivision?

McLain: That is what the Council is still discussing; how when and where.

Citizen: But the county does the zoning, right?

McLain: Yes, after we make our decisions.

Turpel: If it becomes an Urban Reserve?

Citizen: Yes, what are the steps and who makes the decisions.

Turpel: If it becomes an Urban Reserve, the Metro Council will decide over time when it will go into the UGB and that could happen next year. If it did go into the UGB, then determinations on water, sewer and stormwater services would be made by the service providers. The county or the city would be the service provider. They would say we need to rezone that area consistent with urban density and even then you might not see a change because they would still have to get services also, and then there's the timing of all these events.

Citizen: Regarding the limits now, if my neighborhood gets taken in, can I get taken in too?

Turpel: We're also using natural factors and staff will take a technical look at the land and the Council will make the final decisions.

Citizen: How can you assure that properties won't be split like they were the first time. How much leverage does a land owner have on getting his property into the UGB.

McLain: We will work very hard to prevent splitting properties and citizens should write letters as early as possible to us letting us know what you want to do.

Councilors Kvistad, McLain and Morissette thanked everyone for coming and attending the open house and participating in the question and answer session which ended at 8:05 p.m.

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METRO 2040 OPEN HOUSE
Clackamas
June 13, 1996

Oregon Trail Elementary School Cafeteria
13895 NE 152nd

Question and Answer Session with Metro Elected Officials

Councilor McLain began the question and answer session at 7:45 p.m. and introduced fellow Metro Councilors Ruth McFarland and Don Morissette.

Councilor McLain gave a brief overview of the 2040 Growth Concept and the Urban Reserve Study Areas. She referred those present to the maps and hand-outs on display for further information.

Citizen: How much overflow would it take before Metro addressed the overload on the transit system?

McFarland: We have had experience with this kind of process via work with school district committees. If these demands are going to be made on infrastructure like schools and roads, then the transit planning should be done beforehand.

McLain: Don and I both serve on the Joint Policy Advisory Committee on Transportation (JPACT) and we have both voted in favor of transit monies for Clackamas County. Sunnyside Road received \$5 million for improvements which hasn't been spent yet.

Morissette: Ruth has been upfront about her viewpoint, but the fact of the matter is that 450,000 people are coming. We have a few thousand acres left and are encouraging mixed types of housing. But the reason we were able to absorb growth before was because of infrastructure planning done in advance. I'm the chair of transportation at Metro. The governor has put together a statewide task force on transportation issues. I've added up all the needs, LRT (light rail transit) and the creation and maintenance of roads, and based on our current funding mechanisms, we're \$7.6 billion short. One third of the growth that is coming will be our own kids.

Citizen: The State of Florida has a concurrency law and it would be interesting for Oregon to study that law. It's worked out very well there and I think it would work out for Oregon because of the anticipated growth.

Citizen: What happens when a development below you gets sewer, how do you pay for that on 5 or 10 acre lots? I'm concerned about costs.

McLain: You're talking about infrastructure costs. There are ways to hook up in

developing areas. As part of your local service or development fee, you would be dealing with your service provider.

Morissette: It all goes to the cost of infrastructure, how the developer does it, roads, etc. there's a system charge, then they pay the sewer fees which go back to paying for the bonds that paid for the sewers. But as you go through that process, a community bonding to create the infrastructure so that you're planning ahead, the situation is that as you pay for those things over time, they pay for themselves.

Citizen: Does the efficient use of housing mean this kind of housing where people are just crammed in. I moved up from California years ago and even there people weren't crammed in like this.

McLain: Any good blueprint will give a variety of uses, and more land for houses means you need more land.

Morissette: I sell lots from 2,000 to 10,000 square feet. Not everyone is going to live in small lots, but 2040 gives a variety of choices. Light rail transit is coming out to Hillsboro and that is changing the structure out there. The ugly word is not density, it's design.

McLain: As a developer I would be wondering what the cost to me would be in building a certain design. The 2040 Growth Concept does not mean it's all going to be 5,000 square lots.

Morissette: Give me your address and I'll mail you the plan. We should utilize the land inside the UGB better, but we can't just absorb 450,000 new people. I'm fighting for smaller lots too. Fifteen percent of current lots are 7,000 square feet and 85 percent are less than that.

McLain: Right now we're reviewing 22,000 acres of URSAs, which ones make sense, how we can use the land inside the UGB better, also keeping in mind Greenspaces, agriculture and transit issues.

Citizen: I live on 22 acres near a school and see this development is an atrocity. I'm a farmer and when you make your decision, I don't have the cash to pay to hook up. I have farmed that land with my father for 30 years.

McLain: That's the problem, you want to be out and other citizens want to be in.

Morissette: We're forced to deal with the issues. There's another way to deal with it, but that would mean a really bad recession. People in Beaverton say we have enough houses. Every time people experience change they're unhappy. I gave a speech to 150 CEOs. One of the CEOs honored was a builder and lived in Lake Oswego. He said he knew the UGB had to move, but didn't want it to move near him either.

- McFarland: I'm one of the people who has a house on a lot with a two-car garage, three bedrooms and two baths. I might be ready to move into one of these smaller places. There are people for whom that kind of thing is not unacceptable.
- Citizen: What percentage of housing is currently available in the UGB that are on 5,000 lots?
- McLain: Portland has said they can do a lot better than they have done in the past. Most neighborhoods will stay the same. We're not just looking at new or existing housing only, we are looking at the complete housing stock.
- McFarland: A lot of neighborhood covenants won't let people do what they want to. There is a lot of slippage between the perception and the reality. When jurisdictions do the density right, a lot of us will be supportive.
- Citizen: I'm supportive of not having to mow a lot of lawn, but these houses have one or two cars, so that is a lot of cars for the area. The planning done needs to account for the fact that density creates extra traffic.
- Citizen: Fifteen years ago, we built a new church. The State told us then we would have a new corridor in addition to 212. What is the interface between the State and Metro on roads. I talked to the developer who is building the new Albertson's up the street, and he said the State is making the developers make the roads compatible for their type of use.
- McLain: Metro is the Metropolitan Planning Organization (MPO) that disburses federal monies throughout the region and we do projects jointly with the Oregon Department of Transportation (ODOT). As Councilors and JPACT members, we have a series of requirements to fulfill. Don gave the figure earlier and 75 percent of the necessary dollars are not available. We work with JPACT to figure out how to take care of the region's needs. The governor has set up a task force to work on those and other area needs. We as Councilors are at work on it, and as Don pointed out to you earlier, you got the biggest package of funds for your area.
- Citizen: The thing that really bothers me is that this happened 15 years ago and now the land designated for transit has been used for houses. What is it going to take to do this now?
- McLain: By the time all the necessary planning is done, it takes 15 to 20 years. It is a slow process. You have changing people, leaders, have to convince citizens, get bond measures passed and then there are the initiative measures in this state.
- Morissette: There are still private property owners rights in this state.

McLain: You should be glad this project is still on the books. Other projects have dropped off the list.

Citizen: What is going on in Happy Valley and Damascus--it seems planners are letting developers get away with things if they pay for the necessary infrastructure. Does Metro have a guarantee of maximum infill here?

Morissette: We build about 9,000 housing units a year. Each area resists the growth as it happens. As we go through the process, we're trying to provide for those people what they're looking for. You're feeling the pressures of growth and that is not unique to this area.

Citizen: Six months ago, Metro, Portland and Clackamas County wanted to put a task force together out here and that has not happened.

McLain: Metro said it would host it, but Clackamas County didn't want to do it. Metro wants the task force formed after the Urban Reserves selection.

Citizen: Building has been done outside the UGB. Also, the area deleted from the right side of the URSA in Damascus, can that be added back in the future?

McLain: These are not land use decisions yet per se, we are only studying the URSAs themselves. We gave Clackamas County money for that task force. They're waiting for SB 122 to be done. Senate Bill 122 requires counties to coordinate the delivery of urban services with other local governments and service providers. Clackamas County and Metro and Portland and the possible service providers wanted to know which areas would be selected before they spent your task force money.

Morissette: The reality is people are coming and there are hopes that the UGB will be frozen. Elected officials are now going for a frozen boundary.

Citizen: I think that Metro is studying beyond the UGB via Greenspaces. They want to purchase the Damascus Hills and the lands on Scouters Land. Why does Metro want to put this property in and keep the other half out?

McLain: The two programs (2040 and Greenspaces) are legally restricted from sharing information.

Citizen: All the more reason to get a task force started now.

Citizen: There is a large portion of Damascus in the URSAs. Can we go to ODOT and say we want and need the Sunrise Corridor?

- McLain: Yes, we know 2040 will not work with the congestion and transit issues you have in this area.
- Citizen: This is a really frustrating circle. We keep hearing that transit can't be worked on until other factors are in place.
- McLain: Actually, the Functional Plan might state that jurisdictions don't get their areas until they fix their transit problems. We have now had two State Legislatures that have not fixed transit problems. Without money, nothing can be done. That is why it takes 25 years to get through the processes.
- Citizen: Could there be a state law to cause the developer to put in necessary roads or pay a fee to do so?
- McLain: That would be redevelopment fees.
- Citizen: Would it take a state law to require these planners to do pre-planning.
- McLain: That's already in place in Clackamas and Washington Counties.
- Morissette: They're called system development charges and were done for you before you were here.
- Citizen: Would Metro consider bringing the UGB out to 172nd and not proceed any further?
- McLain: Any one of the URSAs would have to be considered in their entirety. The answer would be yes or no, depending on what made sense.
- Citizen: What about commercial use?
- McLain: Clackamas County and Oregon City have indicated what areas they thought would be good for industrial and jobs/housing balance. Jobs/housing balance has been on everyone's mind and some of them have been specifically designated.
- Morissette: There is one in Pleasant Valley.
- Citizen: Is it fair to say you don't consider Pleasant Valley a rural area anymore?
- McLain: It will go through the URSA process like all of the other URSAs.
- Citizen: It gets down to Metro saying it's an Urban Reserve area. Albertson's has said it will pull out of this area if that road does not extend. A developer got Metro to put this area in. This whole community said they did not want this area in.

McLain: All I know is that Clackamas County proposed putting this area in because of traffic safety areas. I don't recall what the Council vote was, but we felt it wouldn't hurt. Our lawyers told us to put it in. In some areas, the slopes are too high, and there are wetlands.

Citizen: That didn't answer my question. They're still building the road.

McLain: No decisions have been made. They can't do anything until the Metro Council decides.

There followed a general discussion of who was actually building the road.

Turpel: (Mark Turpel, Metro Planner) There was a Clackamas County levy to improve the roads, but that levy failed, so the County was concerned about getting that road fixed sooner or later and proposed the area as an URSA. If the Council chooses not to add it, there could be a road there but no urban development unless the Council adds it.

Citizen: You have a study on schools. You show we have adequate access, but you don't address overflowing schools. Taxpayers don't pay for new schools. Is there any way to get system development fees for new schools?

Turpel: We're working with the school districts. If an URSA has a school in it, it will likely be urbanized before an URSA without a school in it. We know about your concerns and will try to provide the best information we can.

Citizen: Where was the Sunrise Corridor designed to go that it didn't go?

Kaiser: (ODOT planner) Clackamas County just adopted a resolution to support the Sunrise Corridor. Our next step is to prepare the final environmental impact statement (EIS). Our first job is to take care of the congestion at the I-205 corridor. Just doing that will cost \$110 million. We're telling people improvements will be 8 to 10 years out and the next phase will take 15 to 20 years. We're looking at traditional funding sources, unless they use toll roads or other alternative funding mechanisms.

Citizen: The southern alignment will eventually all be houses so you won't have that to build on.

Citizen: ODOT tells people they're in the identified area future band. Sales are not happening because of the blighted real estate you're creating. The Damascus business community had 100 percent consensus that the freeway should be improved.

Citizen: Based on ODOT's comments, if this area was chosen as Urban Reserve and we only had 152nd or access to 212, we would have no capacity for storage or to merge. If this area was chosen for development, it would be really bad if the Sunrise Corridor was not improved. It is likely the Urban Reserves will be selected before the next corridor is built, so that will be a real problem.

Councilor McLain adjourned the question and answer session at 8:05 p.m.

METRO 2040 OPEN HOUSE

Tualatin

June 18, 1996

*Tualatin High School Commons
22300 SW Boones Ferry Road*

Question and Answer Session with Metro Elected Officials

Councilor McLain started the question and answer session at 8:05 p.m. and introduced Presiding Officer Jon Kvistad. She asked those present to fill out the open house questionnaire to let Metro know what they liked or did not like about the open house or to let them know what they would like to see in the future that they did not see at this one.

Citizen: Is there an infill map?

McLain: Do you want to know about available or potential infill in the jurisdictions?

Citizen: Available.

Turpel: (Mark Turpel, Metro Planner) A map with available infill would be better. We are finding areas inside the current UGB (Urban Growth Boundary) that were skipped over because they were surrounded by development, and where growth could be accommodated. That information could be made available or brought to neighborhood groups.

McLain: Jon and I are here as a resource for citizens to talk about the decisions that will be made over the next six months that will affect you as citizens and property owners. There are fact sheets here which tell you what Urban Reserves are and what Urban Reserve criteria is being used. Metro was formed in 1978 to deal with urban growth issues and areas that had similarities and shared similar concerns. There are a total of seven Councilors and Jon and I both represent Washington County. There are a lot of decisions coming up and a hand-out is available on Urban Reserve Time Line decisions. Another hand-out is the map with the numbered URSA (Urban Reserve Study Area) sites. Another hand-out gives the criteria for each URSA. The bigger maps on the easels give you a visual presentation of that spreadsheet. We are here to listen to you and answer your questions.

Citizen: I'm very concerned about Stafford Road and areas close to it and how that area could support more growth until the transportation infrastructure is taken care of.

McLain: I'm concerned about the infrastructure in that area already and what is being done for those roads and providing the appropriate infrastructure. We are doing the RTP (Regional Transportation Plan) update in conjunction with the 2040 Growth Concept. We're trying to make sure that if an URSA is approved, the transit is

there that could handle development appropriately. The funding issue is difficult no matter how you slice it. The past two State Legislatures have shown very little support for transit improvement. The Governor's Transportation Initiative Task Force has pulled together various groups to work on transit issues. Metro does not have a funding base for that, but we pull in federal dollars as the regional MPO (Metropolitan Planning Organization) and we are trying very diligently to work on congestion and level-of-service issues.

Citizen: There are limitations on the charges jurisdictions can levy, but what can they do to make sure the infrastructure is in place before the growth comes?

McLain: We feel that if we bring in URSA areas, the local jurisdictions should do master planning for those areas. All seven Councilors have different ideas on how to achieve that, but we all agree it is necessary. We don't have development fees for schools, but we could think about those too.

Citizen: Will the Metro Council make a decision on expanding the UGB if they don't see funding from the local jurisdictions?

McLain: People are still coming and settling without adequate services. We're asking the cities and counties where their funding and master plans are. That is still an ongoing conversation.

Citizen: We went through all the pain of developing Six Corners and Tualatin/Sherwood Road which seems to be the absolute perfect example of bad planning. Is Metro going to lock horns with ODOT (Oregon Department of Transportation) and Tri-Met on these issues? Or otherwise we will end up in the same shape as Los Angeles.

McLain: One third of our anticipated growth will be our own children. The Joint Policy Advisory Committee on Transportation (JPACT) has a Plan B if the Governor's Task Force does not work out. Metro does realize that if it is a taxing issue or a using a different combination of intermodal conditions, we have to do something.

Kvistad: No one anticipated the kind of growth we have seen over the last 10-15 years. There are no dollars available for this kind of thing. We live in a rural state with not a big tax base. We not only know what is coming, but know that the current transit system is not able to take care of what is here now and/or what is coming. Looking at the population explosion, people will not be able to buy homes and seniors are being taxed out of their homes. We need a combination of solutions and need to determine what it is we do first. Is the only factor the UGB alone? Is it the only factor that affects housing types? Or if we hold it tight, will we get different housing types to absorb the anticipated growth? We (Metro Councilors)

are people just like you--I'm a businessperson--Susan's a teacher; we read documents on these issues every night. This is a big problem. Our roads can't handle what we have now and talking about new roads is also divisive.

Citizen: If a family is just outside an URSA, but a family two miles down the road is in, does that mean we'll never get in?

McLain: This map is not tax lot specific, but if a tax lot is divided, we will deal with those issues in the next phase of the process. First, we're talking about areas that look reasonable, then how much land we'll need, then what criteria we'll use, based on tax lots, sewer lines and the jobs/housing balance. There is no map on that, but we can use regional and town centers.

Citizen: You're talking about accommodating 500,000 people by 2017?

McLain: We're looking to 2017 and then 2040.

Citizen: But are the URSA decisions based on the 2017 model?

Citizen: There is a real moving target on what it will take to accommodate the people we are expecting. At what point do those numbers depend on every single vacant lot next to me being developed into townhouses?

Turpel: You're asking about the timeframe, how many people, and then what kind of density and development we should anticipate as part of the 2040 Growth Concept. In terms of numbers, there are two fundamental decisions the Council will make. One is with the UGB and Metro has to look at it every five years. The question is, "Will we have enough land for the next 20 years?" The topic tonight is the URSAs. Where the UGB is intended to go over time. Right now, there is no policy on where to move the UGB and is what we are working on right now with the UGB. Looking at the 2040 timeline for the setting of URSAs--some say there is sufficient land and the UGB should not be moved. Staff will likely recommend that there is a need to move the UGB sooner than later. The Council can make decisions on the Urban Reserves and then over time decide what to add to the UGB from those areas. It is really two separate decisions.

McLain: The URSAs are a state requirement and ongoing management of the UGB is Metro's responsibility. Regarding children and density, whether or not we're talking 20 or 50 years, the 2040 Growth Concept talks about open spaces and corridors for light rail transit (LRT) where there should be density. Seventy percent of existing neighborhoods will look very much the way they do now. There will be higher density along LRT corridors.

- Kvistad:** The potential amount of Urban Reserve lands is 24,000 acres. That could be 10,000 to 24,000 acres. Regarding the UGB itself, that number ranges from zero to 10,000 acres. Zero is not going to happen. But it is how much we minimize the number and how much it will be. I think it will be between 3,000 and 7,000 acres and it will be between three and four months before we can actually pinpoint what it will be. Right now we're looking at ranges and narrowing down the data.
- Citizen:** What is the work plan for the next three months? I was very disappointed with the PSU (Portland State University) Morissette funded, with the quality of work and the unanswered questions. What can we expect to see in future work?
- McLain:** Three professors at PSU looked at one topic; the cost of land related to housing and they wanted to know what else Metro was going to do. As an agency, we did have a response to that study. Let us know if you want a copy of that. Others of us had similar questions or concerns. I did read the report and felt it was very narrow in scope. The decision time line hand-out gives you an idea of where we are going. We're looking at jobs/housing balance and schools and working with school representatives about school district needs. We're also looking at the costs of infrastructure via the KCM study. The map with green and brown looks at the costs of sewer, water and stormwater. Different studies have come in at different times. We're trying to get as much information as possible about service provision, State Goals 1 through 7, and the basic elements of the 2040 Growth Concept such as the infrastructure question.
- Citizen:** State goals and objectives state that all jurisdictions must provide for affordable, low-income housing and I have asked about it and been told that all the cities have to do is say that land is available for low-income housing. All the expansion we see, with the small lots and the houses, are very expensive. I would not worry so much about seniors being taxed out of their homes as I would worry about young people who cannot afford to buy their first house.
- McLain:** This is similar to water issues when we first started working on those. Housing has come up in importance as work has gone on and the Council is working on funding FTEs (full-time employees) to work on affordable housing issues. There is also a fair share issue regarding housing and talk of affordable housing having a Chapter of its own in the Functional Plan. Then we will have more of a basis with which to tell the local jurisdictions they need to work on that. It is a mandatory issue like water quality and clean air.
- Citizen:** I still have a question about land having to be there, but not being developed.
- Turpel:** By and large, the local jurisdictions are not builders, that is the private sector. Generally speaking, the land needs to be there, also with the higher densities. There are some ways or suggestions that the local jurisdictions could work in terms of providing more affordable housing.

- McLain: The issue is a hot potato; it deals with community issues and a sense of place. We're working on it. We also have a water supply plan that 29 jurisdictions have signed off on and there is Metro Council support for that.
- Citizen: Would the Council support modular homes on individual lots?
- McLain: Again, that is a private industry issue, but I don't think the local jurisdictions have done a very good job of providing land for them or permitting them. The whole goal of 2040 is that people have housing opportunities and items they can choose from.
- Citizen: Mobile housing is the only option now because the homes that are being built now range from \$150,000 to \$200,000 in cost.
- Kvistad: Zero growth was never an option. We will have variables where infrastructure won't be put in advance and we will always be playing catch-up.
- McLain: People are not leaving and we can't force people to practice birth control. We have to decide how to do urbanization in the region and how to have private/public partnerships to do the catch-up you're talking about. We're not in a perfect world, but we need to figure out how to resolve these issues.
- Citizen: That is confusing a whole bunch of issues; you're basically telling me I have to subsidize the people who are moving in.
- McLain: We have to figure out the best public policy for reasonable costs across the board. That could be user fees, toll roads, transportation demand management (TDM), if that is what we have to do. We can't stop people from moving across state lines.
- Citizen: What I meant was don't enlarge the UGB at this point. You should tell people if they want to move here, it will cost them some money.
- Citizen: That is why it is so important to have a robust discussion. The zero option does not mean people will not come. We should discuss whether the UGB should be so tight we'll be lying on top of each other or if we'll have a little room to move around here.
- McLain: I'm not talking about encouraging growth, but accommodating these issues/problems. Both citizens have brought together antithetical points of view.
- Kvistad: I recognize the livability and market factors and if Metro does everything right, you'll notice slightly increased densities and if we do it wrong, you'll really notice. We don't have regional criteria yet, what we are doing now will be finalized in one and one half years. Now we have an influx of people and why the price of housing is going up, and why those on the lower end of the scale are priced out of the

market while others can afford to buy. Those prices are continuing to inflate. How we make those decisions as fast as we can and in as sensitive a manner as possible is the important question. The gap between the rich and poor is widening and will be huge in 20 years unless we make some decisions now.

Citizen: It is happening right now.

Kvistad: We are working on those issues right now. Because of the state's requirement for a 20 year land supply, we know that zero option will not work.

Citizen: Increased property taxes affect people here now, not just the people moving in. Can't you provide incentives to developers for affordable housing?

Citizen: Affordable is under \$130,000.

McLain: In other cities, there are affordability and cost issues with areas with no containment like the UGB. But we will look at those issues carefully.

Citizen: Growth is not just a question of growth or no growth, but who pays for it. Taxation is shifting to private citizens away from industry and there is no money for schools. Is there any thought about state legislation to put pressure on developers to make them build affordable housing?

McLain: The Home Builders Association, Metro and 1000 Friends of Oregon have met and agreed there were reasons to have lower average lot sizes because that was one way to get affordable housing started.

Citizen: Metro should either stop using the word "livability" or define it. The term means a lot of things to different people. It offends me as a lawyer. Also, have you considered using areas outside the UGB completely surrounded on the inside by the UGB. Why does staff have doughnut holes on the map that could be used to protect other areas such as farm land.

McLain: Regarding "livability," everyone in this room would say the most important issue to them was livability. It does mean different things to different people, but it means something to everyone in the room. We can add the term to the Glossary.

Turpel: We have skipped over some doughnut hole areas, but that is because of areas like the Boring Lava Domes and Forest Park. Those are areas that because of steep slopes, it would be very expensive to get services to them. It would also be hard to provide fire service. Regarding transit in those areas, we're not going to get higher densities even with smaller lot sizes. Generally speaking, we've recommended to the Council there be a consistent expansion to the UGB in terms of services as well as in the expectations of the citizens. If they live closer in, they're more likely to expect urban development occurring rather than not.

- Citizen: Mr. Turpel hit on the assumptions that went into the mapping. That kind of criteria needs to be discussed more, especially with visual aids showing densities and how a suburban neighborhood might look in the future. That would help people understand the issues a lot more.
- McLain: Yes, also those citizens who are not as familiar with the issues.
- Citizen: At the last open house you had, there were various scenarios given depending on Metro's ability to get the local jurisdictions to cooperate. How close is Metro to achieving those scenarios and how much of a mandate does Metro have over the local jurisdictions?
- McLain: We asked the local jurisdictions to submit their allocations via Rounds 1 and 2 and tell us what they thought they could do. All of those jurisdictions have responded. Their responses vary as far as what they say they can do. What we are trying to do now is see if those numbers are realistic and we have to make sure they can come up with those densities. As far as Metro's mandate goes, we have the responsibility of the Regional Framework Plan which has nine separate elements. The Council takes that as a very serious mandate. We do have to be firm, but are working with our partners in an open forum also.
- Kvistad: If we have to use the hammer available to us, we will not have done our work right. The best thing to do is to get regional consensus.
- Citizen: What is the likelihood that Metro can force jurisdictions to go along with them regarding areas of regional or metropolitan concern?
- Kvistad: It is the definition of density and what does it mean? The local jurisdictions have to select the kind of densities they want. Wilsonville is doing a visioning process on that right now.
- Citizen: Granny flats are being promoted right now. What's to stop them from becoming duplexes?
- McLain: That goes along with the question of what makes a good design turn bad? That issue is up to your local planning commissions to make sure those structures fit your community.
- Citizen: Safeguards should be put in to prevent that.
- Kvistad: Large homes in Northwest Portland are now being occupied by five to six families because of the economics. That is a community by community decision. We don't have a crystal ball, but areas that allow that will allow shifts in single family homes.

Councilor McLain adjourned the question and answer period at 8:20 p.m. and thanked all those present for coming. She encouraged those present to send letters to the Council so they could be entered for the record.

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METRO 2040 OPEN HOUSE
Beaverton
June 19, 1996

Westview High School Student Center
4200 NW 185th

Question and Answer Session with Metro Elected Officials

Councilor Susan McLain began the question and answer session at 7:10 p.m. and introduced Presiding Officer Jon Kvistad and Councilor Ed Washington to those present.

Councilor McLain explained the purpose of the open house was to inform the community that Metro was required by state law to have a 20 year rolling land supply. She said when Metro was required by law to review the land supply 5 years ago, Metro also decided to start the Regional Policy Advisory Committee (RPAC) to determine how to use land inside the UGB more efficiently. She said the 2040 Growth Concept developed from that process to review and work on urban planning, growth management, livability, and where it would make the most sense to grow, if necessary. She said the citizens present were probably in Urban Reserve Study Area (URSA) Nos. 61, 62, 63, 64, 65 and 62. She said Metro did a first round study on those areas and was now on its second round. She said each study had revealed the different issues in each area. She referred those present to the maps on display, the detailed map site packets, the criteria sheets and asked those present to fill out questionnaire sheets on what they liked, did not like, or thought was missing from the open houses.

Councilor McLain said Metro was charged with management of the UGB (Urban Growth Boundary) and planning for Urban Reserves and had worked on the Future Vision and the Regional Urban Growth Goals and Objectives (RUGGOs). She said the Council had to decide how much of the URSAs would be needed for the forecasted population, what areas made the most sense, what services would have to be provided, and also had to ask the local jurisdictions what their plans were in terms of services and infrastructure. She said how much of the URSAs and when they would be designated would be decisions made over the next several months by the Metro Council. She referred those present to the time line and said this portion of the process was scheduled to wind up by December 5, 1996.

Councilor McLain opened the question and answer session.

Citizen: What is an Urban Reserve area?

McLain: That is an area for future urbanization depending on land supply need. The local jurisdictions will decide what its use would be, industrial, mixed use or other. Hillsboro has said it needs more industrial land. Cornelius needs commercial and industrial lands.

Citizen: What are resource acres?

McLain: Those are your EFU or Exclusive Farm Use acres. Per state law, we have to look at exception lands first.

Citizen: What are exception lands?

McLain: Lands with not very good soil quality and other items like that.

Citizen: The criteria spreadsheet has environmental factors with symbols from high to low. What do they mean?

McLain: Mark Turpel, one of our Metro planners, can answer that question. I have been told by staff that the two most difficult factors are the efficiency and environmental factors and how they relate to each other.

Turpel: The environmental factors consider steep slopes, wet lands and riparian areas. If an area contains a lot of them, then we're saying they're not very suitable, if fewer, then they are higher in suitability. Regarding the efficiency factor, it would be more efficient to urbanize a 40 acre parcel rather than one already on one acre lots. The Council will decide on areas based on your testimony and the information you provide to them on what areas would be the most appropriate.

Citizen: You should talk about high, moderate and low. What is the definition of high?

McLain: Per the KCM utility feasibility study, that means more feasible to urbanize regarding sewer, stormwater, transit, etc. We know that you have concerns out here regarding transit such as Springwater Road. We are working on the Regional Transportation Plan (RTP) to address those issues. We need to look at the level of service. The RTP and the KCM document have to connect well to make both plans work.

Citizen: Regarding the environmental factors, if there was going to be a high environmental impact on the area, would it still be considered feasible for development?

McLain: Here is Maggie Skenderian, one of our Metro planners, who can answer your question.

Skenderian: The areas on the map with solid circles are more favorable for development because they don't have as many steep slopes and wetlands.

Citizen: Those areas would receive a higher consideration for development?

McLain: Yes.

Citizen: What is the process after the UGB? Does the UGB immediately include the URSAs?

McLain: The Council has not completed its decisions on that. Some Councilors believe land should come in immediately. Some want more study. It also depends on what the local jurisdictions want and can do vis a vis services. Per Senate Bill 122, which requires counties to coordinate with other local governments and service providers on the delivery of urban services, local jurisdictions have to have plans in place to take care of unincorporated areas and that discussion is going on in Beaverton right now. There are differences in the region on when infrastructure can happen.

Citizen: Who serves Washington County?

McLain: United Sewerage Agency (USA) and unincorporated Washington County is at the moderate stage.

Citizen: If Hillsboro got its act together, Metro would decide if Hillsboro could do that and then release land for development?

McLain: Yes, pretty much. We have responsibility for the UGB and have to have a 20-year rolling land supply. We do have to look at all nine components of the Regional Framework Plan before we make final decisions, though.

Citizen: What power does Metro have when a jurisdiction dumps up and builds on a flood plain or cuts down an urban forest and builds apartments?

McLain: Metro has the Regional Framework Plan, but local jurisdictions still have the ability to do their comprehensive planning, to decide what zoning they want and where it should go. Some of that is Goal 5 criteria and also Goals 6 and 7. If the local jurisdictions are not following state law or Metro rules, we can call them on that. We can use a stick or incentives. Regarding incentives, we can use ISTEA (federal transportation funding package) and/or Greenspaces bond monies. We want to use consensus to build regional livability.

Citizen: What about high density especially where light rail transit (LRT) is going to go in Hillsboro. You have given us an ultimatum we have to live by. I cannot see the livability in your plan.

McLain: Regarding station area planning, you need to talk about design. It is not densities people mind, it's the design. You have to talk to your jurisdiction about where they are putting density and what it should look like and where it makes the most sense and creates a sense of place.

Citizen: I live close to an area that currently has three units per acre, but will be redeveloped into 20 units per acre. This is very scary.

McLain: You're worried about livability and crime issues. That is not an easy question, and

we don't have an answer, but we can build a blue print to take care of the 500,000 people who are coming, one third of whom will be our own children. You might want to live in a larger lot and some people want smaller houses like my son who wants a house along LRT. Some of that inventory has to be family homes. Another issue is affordable housing. One issue I hear all the time is that housing is not affordable because of the lack of land and it is leading to a gold rush mentality. What we have discovered in our research looking at cities with or without UGBs, is that they have housing costs higher than ours, cities such as Vancouver, B. C., Seattle, San Francisco, etc. I do know that the UGB is one of the many variables to deal with the issues. I told one of the jurisdictions in this area that their comprehensive plan should attract the same kind of wages they build homes for. Someone said they needed more executive homes, but the majority of incomes would not support executive homes.

Citizen: Metro probably has the finest planning program in the county. I refer to the Fall Winter 2040 Framework Newsletter, page 4 with its text on Steele Park. It appears to be best example of what Metro is holding out for on housing, affordability and what 2040 is all about and those lots average 2,500 square feet. But is it the kind of example we can look forward to in the future?

McLain: You left out the most important factor which is that is a development along LRT. We're building a different style of housing along LRT. Permanent design standards should be in place by 1996, or at least local jurisdictions should be willing to look at that product/design and build the product and put it along LRT.

Citizen: Washington County has decided to put that kind of development in an old forest that they are going to cut down to do it. They are cutting down a forest on a river that feeds a creek.

McLain: What are the Goal 5 issues?

Citizen: The zoning is R9 and it is Goal 5 property.

McLain: How close is it to LRT?

Citizen: It is close, but why cut down a forest?

McLain: There has been a 25 year process to improve transit in this area. Light rail transit will be completed in two years. To get the proper public investment, you have to build in close proximity.

Councilor McLain held a general discussion of that development with the citizens present. She said there were state and county rules and regulations on logging.

- Kvistad:** We have no way of stopping that activity other than trying to acquire it with Greenspaces bond money.
- McLain:** It is a trade-off of public policy. There is also the Tualatin Hills parks and recreation facility.
- Citizen:** We have three bureaucracies looking at it, it seems like we should get more action.
- McLain:** Parks and recreation is not set up to look at this and Greenspaces does not have the statutory authority to deal with it.
- Citizen:** Would you buy the property for us?
- McLain:** Contact Jim Desmond of Greenspaces at Metro. If you know the seller, contact Jim.
- Kvistad:** The Greenspaces Program is a willing seller program. The last thing you want is regional government telling people what to do with their private property. We're not going to tell people their property is Metro's. We would be happy to follow up on the one situation to the best of our ability. We do have more flexibility than other governments because we're regional and Greenspaces is under our purview.
- Citizen:** I was born in Europe and the right to own property is sacred in the United States. When you own property, you have certain rights within the constraints of what is good for the community. It is never an absolute right. If we had our druthers, we'd preserve everything. It is a trade-off between the two. What is the trade-off on the environment inside and outside and we are in an URSA that varies an awful lot with septic and steep slopes and everything else. There are lots of investment property owners too. Is there an opportunity for differentiation within a site?
- McLain:** If we see differentiation in the URSAs, we have been asked to split property where it made more sense. Regarding property rights, watersheds don't recognize manmade boundaries. We're not managing for the people on the inside or the outside, we're managing for everybody. We try to look at the inside and the outside equally.
- Citizen:** My understanding was that the URSAs would not necessarily be urbanized. I saw that the 2040 Means Business Committee recommended that farm tax deferrals be eliminated within the UGB which would be a terrible idea. Would that apply to the URSAs?
- McLain:** Farm use assessment is really meant for active, growing farms and applies to farms both within and outside the UGB. Executive Officer Mike Burton was looking at farm use assessments as a way to minimize expansion of the UGB.

- Kvistad: The Council votes and sets policy. The Executive Officer is the manager of the agency and directs staff to implement policy. He is involved in policy, but the Council is under no obligation to follow that policy. All decisions are made by the Metro Council.
- McLain: We have the Greenspaces Program and have to respond to preserve those acquired lands because that is a public trust issue.
- Citizen: How do you prevent bad development like that on 185th?
- Kvistad: How many of you have lived here five years or longer? How many of you expected to see this kind of growth and impact on transit? Groups say hold the UGB but don't put density where we live. Some people like 185th, some don't. We're trying to put development in the areas that are appropriate to have that kind of development. We have 27 different jurisdictions with different building codes. When we go to them, we can't say this is the way you have to build from now on. All the jurisdictions have to be at the table for consensus to be reached. Everyone has to participate for that consensus and we're finding consensus on different things. When we talk about infill and redevelopment, we're talking about different types of housing such as flag lots, etc. But we have to decide on the acreage we're going to need for 20 years per state law and also how to utilize that land. The codes will be local, but we have to make sure they have some common elements.
- Citizen: What is a farmland trust and does Metro have authority over that?
- McLain: What is that?
- Citizen: That is where land is deeded as farmland forever and can only be sold as a farm.
- Citizen: You talked about tradeoffs between trees and apartments. It is not a trade-off because apartments can be built a block up, but trees can't be brought back like they were. There should be incentives for owners to sell to preserve land. Washington County is merrily building away and eventually everything will be gone. The factors don't relate to livability items like schools and bike paths.
- Turpel: We've measured existing streets in URSAs. We have not looked at areas adjacent to the URSAs in that regard.
- McLain: The RTP does take into account networking and then there is the percentage for setting aside park lands, school trails, etc. There is a percentage of the acreage needed for those facilities in the overall estimates.
- Citizen: You're going to try and make that happen in new areas, but we don't have parks and bike paths in our area.

McLain: We're trying to play catch up with existing areas.

Citizen: We want to see that included.

McLain: It's in the current Council criteria.

Kvistad: We also have criteria on jobs/housing balance and parks access.

McLain: On the last page of the criteria spread sheet, there is analysis on the relative costs of extending sewer, stormwater and water. We could put a number to that if we knew how far the URSA was from existing roadways. We're using the same system with schools and parks and working with school district representatives right now. It is an ongoing process.

Citizen: Yes, but these are decisions that really affect people. Trucks are driving on roads not designed to hold them and kids play on those roads. We just want to see this stuff quantified.

Citizen: How have you been able to judge the environmental factors? Have you done a ground tour?

McLain: Yes, Jon and Ed and I have. We've visited all the URSA's with elected officials and representatives from the different jurisdictions. We also have flood place markers marking where the last flood level was. We are also doing earthquake preparedness.

Citizen: Are you allowing development where major fault lines are?

McLain: That depends on the type of building and it would have to meet federal standards.

Citizen: What about wildlife displacement?

McLain: We're dealing with that via Title 3 of the Functional Plan and it's part of the overall environmental factor.

Citizen: There are other deferrals such as forest and wetland deferrals. Why not wipe them all out? It is such an obvious ploy on the part of developers to try to wipe out Farm Tax Deferral. They can have the farm land now because people won't be able to pay their taxes. I don't want any of the deferrals lost.

McLain: We can't build on riparian zones.

Turpel: We counted all of the assessments, whether they were farm, forestry, or open space and we only counted what was inside the current UGB. If we should not

have counted those lands, that is for the Council to decide. If the lands are not available, we will report that to the Council.

Citizen: We should have the option of being able to farm. If you take away the deferrals, we won't be able to do that.

McLain: I agree.

Kvistad: There are those that don't agree. It's an issue that affects land and the pressures on it. Our family owns farmland in eastern Oregon and I am biased towards farms owned by families, but don't feel the same way about corporate farm lands being held for future development. We will know in six months what we are going to do.

Citizen: Why is farm and forest land addressed generically since farm was the bulk of those lands?

Citizen: Assuming that land is designated Urban Reserve and goes into the UGB, how does Metro assure, that the land which has gotten more expensive, that the taxpayer will not be charged with the need for additional facilities because you added the land that caused the services to be needed and also the affordable housing that will be needed?

McLain: We want to maintain the current tax status until the land is urbanized.

Citizen: When we bring in the land, we will have increased the value of that land. That is a giving. All of a sudden it is 100,000 times more valuable than it was yesterday. Do we get some credits for that?

McLain: That is an interesting concept. Because we have given more tax power to a jurisdiction, we will have to think how we will credit the jurisdictions for the infrastructure they will have to provide. That could be subregional taxation, such as if we have an urban reserve with employment in Hillsboro, but the services have to be paid for in Cornelius. Intel is giving money to the school district where their employee's kids actually go to school. Public agencies also need to work on that subregional tax issue for equity.

Citizen: What mechanism will assure that taxpayers don't pay way more taxes for a land use decision that wasn't theirs?

Citizen: The reality is that when land is subdivided and families move in, the tax base goes up and that goes into the community. The developers pay system costs for streets, curbs and sewers.

Citizen: I'm concerned that planning is focussing far too much on LRT. I don't disagree

with the concept. I live in Washington County and take back roads and find there are 50,000 other people doing the same thing. It was a mistake not to do the Western Bypass. They'll try to do it years from now and it will be way too expensive. There is too much emphasis on LRT. What is the percentage of LRT users?

McLain: I can get that information to you..

Kvistad: Metro is not Tri-Met.

Citizen: Everyone thinks LRT will solve all of the problems.

McLain: LRT is only one component of a larger transit system. LRT is expected to be connected to one unified system. We're trying to make sure the freight system has equal access also. There are other goals in the RTP and these issues will be addressed.

Citizen: Most of the area around here is RR5 and is there any consideration of the expense of putting in sewers. I'm speaking specifically about Bonny Slope.

McLain: You want to know if we would consider lower density zoning if we had to in some areas and that is a possibility.

Washington: I want to thank everyone for letting me come and participate.

McLain: I want to thank everyone for coming also.

Citizen: We want to thank the Metro Councilors and staff for coming out here to talk to us about the issues.

**URBAN RESERVE STUDY AREA OPEN HOUSES
ON SITE COMMENT SHEET FEEDBACK**

1. Which factors (public facilities and services; efficiency of land uses; environmental, energy, economic and social consequences; retention of agricultural land; and compatibility of urban uses with nearby agricultural activities) should be most heavily weighed?

- 1. Efficiency factor*
- 2. Road network (arterial)*
- 3. Utility feasibility*
- 4. Jobs/housing balance*
- 5. Schools*

*proximity to present services
preservation of agricultural land
efficiency factors
greenspaces*

Recognize the costs of growth and the failure of land sellers to share in the cost (not just the profit) and the lack of system development fees all unreasonably burden ordinary home owners.

- 1. Existing residents' wishes (re: inclusion in the UGB)*
- 2. Schools -- more growth = more students-- who pays for new schools when taxpayers turn down bond levies?*
- 3. Traffic patterns - adequate road improvement*
- 4. Public transportation access... (more roads do not decrease congestion...)*

EFU land should not be considered.

Agree!

Kind of mix of housing and easily accessible services ... new housing areas should not have to drive long distances to stores.

We heard that about infrastructure planning that's been in the works for 15 years... and still is unfunded - How do we continue to advocate more development when we have not yet identified a way to fund the infrastructure that must precede it?

2. Are there other factors that Metro should consider?

Don't make the same mistakes as the last time. This time draw lines on maps that are natural points to stop - not 1/2 of an area only.

Access to light rail, buses and bike trails incorporated into plan natural areas (e.g., wetlands, creeks, etc...) Taken more into consideration.

DITTO THE NATURAL AREAS!

On Stafford, you show costs for sewers at about average. Do you feel that all the people around will readily pay the 30,000,000 cost?

1. Transportation in the region and its impact on liveability of the proposed urban reserve areas.

2. What will be the effect of the proposed Sunnybrook extension on traffic congestion on Sunnyside road? This needs to be studied and included in growth management proposals for urban reserve areas?

Access to transit

Land added included in urban reserve should be limited to housing.

Stafford road LO => 205 cannot support more traffic!

All of Bull Mtn. Should be in the study area also south of Beef Bend Road from 131 to 150 should be in study area.

Why is Don M. even being allowed in on this discussion? As the lone Metro Councilor for Clackamas County and a developer it smacks of an ethical violation and taints the council's decision.

3. Have we missed a factor?

Total size of urbanized area. -- As it gets bigger instead of denser the traffic/travel time to diverse job opportunities gets worse exponentially.

Limit densities

Don't overcrowd us!

Appendix D

Hotline Comments

GROWTH MANAGEMENT HOTLINE TRANSCRIPTION

February - July 1996

...Question regarding 2040. I got this...in the mail and I was very impressed with how they want to do all that they can to ensure a better future without destroying anything and with growth, of course. Without growth we stagnate and so, I can see...that continuing to grow is very important and to make the changes for the environment and the people without disturbing one or the other in situations that become harmful and make a perfect balance with more people coming into Portland. I very much agree with the video and was very impressed with how tastefully done it was. I'd like to be on the mailing list and just be able to see more of what they're talking about. I came to Portland 17 years ago and I was then working downtown, Burnside and 20th, and you could see most of downtown. And I don't, the tall buildings, I'm not, I can't understand, personally, some of those buildings down there, and sometimes I miss the trees, and that. So, building is very important and having a place for people to live is very important, I believe, as long as we have a balance where we still have trees, we still have the land and just the landscape situated where we have both people happy. Still plenty of beautiful land without upsetting the balance of life too much. Thank you very much. My name is Linda Hill and I'm PO Box 66822, Portland, Oregon 97290, and thank you very much for the video. I really appreciate it and it really was very impressive and again, thank you.

Yes, this is Bill Price at 642-5787. I live in Aurora. I support all efforts floodplains, wet lands, stream corridors and steep slopes from the Buildable Lands Inventory. Thank you.

This is Sarah Baker and I wanted to, especially in light of the recent flooding, to encourage you in 2040 planning that you would remove these floodplains, wetlands and stream corridors, the steep slopes, those sort of things, from the Buildable Lands Inventory. I think this is a good message to us and we need to...So I really urge you to remove those areas and leave them in their natural state. Thank you.

Yes, this is Nancy McGuire in SW Hillsboro. I would like to know how the zone changes are going to affect my rural property which my northern property line is the Urban Growth Boundary. How is that going to affect me and my two acres and my neighbors that have small acre pieces; what will be the future of development for them if any? Thank you.

I'm talking about the public meetings the first week in April. You have scheduled for Beaverton, for example, April 4th, which happens to be the second day of Passover at a time when Jewish people cannot attend a meeting because their Seder is at dinner time. How biased, how prejudiced, how thoughtless Metro is--not only in this aspect--but many others. Metro, you are lousy.

I'm not sure if this message should be on 3 or 4 of the menu, but we just received two of the 2040 Framework Updates for Spring 1996. One is addressed to Phil Henry and one is addressed to Phil Henny. We are at 11030 NW Valley Vista Road, Hillsboro, 97124-8028. The correct

person is Phil Henny and there's no Phil Henry here, so you don't need to send a duplicate and that should save us a few cents on mailing and paper. Thank you.

What I'd like to comment on is the diesel buses, how it's polluting all of us and poisoning us. I think we should convert our existing buses and we should have overhead lines, electric. Just my comment for today. Good luck, you guys. Have a zero-free emission Portland.

Hi, I called a moment ago, my name is Cheryl Matsuo. You can send me any information on any meetings you might be having coming up; 6344 N Montana, Portland. One of the first things I'd like to address is the chlorine paper that you sent me with your 2040 Framework Plan. I haven't completely read it yet, but I wish you would use chlorine-free paper to start with and soy based inks. Thanks.

I noted in the most recent newsletter received at individual households discussing Metro open houses. And one of the places to meet will be LaSalle High School on Wednesday, April 3rd. The areas included will be Milwaukie, Johnson City, Happy Valley and Gladstone. Unfortunately, you have left out the unincorporated areas beyond 157th, out beyond 172nd and Sunnyside Road. I think it would be really a good idea to add the unincorporated areas into these meetings so that we can be better informed as to what you're doing within the boundary so that we can be prepared for what you plan to do when you get involved outside the boundary. Please start including us; it's very irritating being left out.

Well, yes, first of all, I didn't get your number down so I wouldn't be able to use it a later time. I would like my name on your list. I would like to talk to a live person and tell that I want my name on the list and I want my alleged name off the list. My name is Nancy Snow. You have a person on your list, that is, the label says "Nancy Snot." You know, every time I get something in the mail from you all it's negative because I see "Nancy Snot" up there. Twice I have requested that be corrected. Now I am suggesting that if you have such a way of doing it, please take off the wrong name, and the whole thing, just wipe it all out and then start fresh with Nancy Snow, 12300 SW Edgewood Portland, 97225. The second thing I'd like to know, I wish, I guess I'll call another number, so I can know who my Council member is. And there isn't any way for this recording to tell me, so thank you, good bye.

I'm calling with a request for information. I would like to know who is representing me on the Council. I live at 12300 SW Edgewood, Portland, Oregon. My number is 626-4389. My name is Nancy Snow.

My name is Winifred A. McBride. I live at 13570 SW Electric Street in Beaverton, Oregon. Again, I'd like to request that my name be taken off of your mailing list for these exorbitantly expensive pieces of garbage you send. No matter what I say, and how I feel, I'm not going to have one bit to say about the final outcome of your growth plan. I think by and large it stinks. The people that are putting it in are certainly not living on small lots. They're not living right next door to Tri-Met lines and they don't have the feeling of what I'm having to put up with. I don't like my money being wasted on these papers, so please take my name off of the list. I have requested this before. Thank you.

Yes, I just wanted to comment and say that I think you're doing a wonderful job as far as providing information to people. And it's just so refreshing to see it, especially coming from the Southeast, where there's nothing at all like this. And I just recently bought a house up in the Lair Hills Homes Landing area and have been receiving your information. In fact, I need you to change my address since I've just moved. I just, I'm really looking forward to seeing some of the plans really come to fruition, so to speak. To, I know we're talking about these ideas and I've been going to my neighborhood information meetings for the Corbett-Terwilliger-Lair Hill neighborhood. So I just, I'm curious to know when some of these plans will be adopted. And, that's all I have to say. My address, I don't know if I can leave it here, but I'm going to go ahead and give it a try. My name is Ann Stovel and actually you have me under S-P-O-V-E-L, but it's a "T" as in Tom. And my new address is 4520 SW View Point Terrace, 97201. Thank you.

Hi, this is Cynthia Moffitt from the Budget of Strategic Planning in King County. I just got your newsletter and I noted that Metro staff were completing three, two technical studies? Population and job forecasts, buildable lands inventory and housing needs analysis. That's exactly what I'm doing up here and I'd like to talk to somebody about what you're doing and get some materials if I can. Again, my name is Cynthia Moffitt from the King County Office of Budget and Strategic Planning. My number is (206) 205-0709. Thanks a lot and keep up the good work.

Hello, I'm just calling to see if I can get a map that goes with the Phase I Regional Framework Plan Discussion Draft. My name is Alex Sander. I live at 19259 SW 55th Court, Tualatin, 97124. I requested, and got a copy of, the February Phase-I Regional Framework Plan Draft and in it, it refers to an Exhibit 3 which is a map showing stream corridors, wetlands, floodplains and that wasn't included in the materials I got. If there such an exhibit, I would like to request that you send it to me. If you want to call me during the day time, my number is 693-4812.

Hi, this is Craig Nordling, resident of Portland. 1716 N Alberta Street and I just wanted to call up and comment about the Urban Growth Boundary and I personally am for no growth in the boundary. You take 5,000 acres this year and then, you know, whatever, 2,000 acres next year, 4,000 acres the next year, eventually the Urban Growth Boundary is the whole valley. I mean you have to look at a 500 year period here, not another 10 year period or a 50 year period or a 100 year period. Thanks.

Hi Sherry. This is Cheri. I got a call from Gloria Hall. She resides at 3235 NE 16th, Portland, 97212. She was calling in reference to the newsletter and just wanted to make some comments that she is not happy with the things that have been done in her area both in the Lloyd District and Broadway. And the other issue that she brought up was bicyclists and she's not really enthused with bicyclists, especially on Cornell Road, she thinks that needs to be widened. And that's it, thanks, bye.

Hi, I'm from Cleveland, Ohio. About 18 years I moved to Oregon and I think that the best thing that Oregon had going for it wasn't a hugely populated area and the growth was minimal throughout the 70s and early 80s. Now, you've got so many people coming into this part of the

world, your best avenue of growth management is to try to reduce the influx of people as much as possible through whatever means and hold the barriers to where the growth is contained so that you don't destroy all the rural areas around Portland as well as around Eugene and major Oregon cities. I think you're running up against a lot of trouble with developers and the people who plan on making a large amount of money on this influx of people. Those are the people that are going to make it a point to come to the meetings, make it a point to make comments and it's obvious to the rest of us, and I think any poll will tell you that Oregonians want things the way they have been. A no-growth policy is the best growth unless it's obviously unachievable, but as close to it as you can do is what I would suggest Metro achieve, try to achieve. Thanks for your time, bye, bye.

This is Howard Carver, my phone number is 645-8321. And don't hang up on me, don't be mad at me, but you're a joke. You say three-county, tri-county, yes, three counties that you're working with I find not mistaken is what it means, there are more counties than that around Portland. But you only help Northeast Portland, that's the only place that you're working with right now. I am trying to reopen a grocery store and a gas station up on Skyline and Germantown that I tore down because the wrong people had tried to run it and they had ruined it. But back in the 40s when it was built, it was a going business. Everybody liked it, it saved a lot of money driving off the mountain trying to get groceries or gas, but now Bud Clark helped me to clean up the site. He said he would help me to rebuild it and I haven't been able to get financing to rebuild it. You down here at this framework tell me that the only money available is in a designated area, Northeast Portland, and I am not black, I don't live in Northeast Portland. I am not qualified for it, but I have the only grocery store site up there in those hills and a gas stop for anybody's emergency. I need help. I wish that you people would quit saying that you're for the tri-county development. It isn't right. You're lying to the people. You're only working with one county. And it is very wrong of you to give the impression that you're out to help people around Portland because you're not. You only want to help people in Northeast Portland. Vera Katz has told me that they don't want to help me up there because of a bias on the Portland side. I don't understand what is with you people. The store is needed up there. I can put people working. That means 20 hour store to be opened. How many people can you work in a 10,000 foot grocery store? It's not a gigantic super shopping center. But they're build an AM/PM up there, it's to build a beer stop. We did a marketing study up there in Portland State College years ago, the SPA through, when I was trying to get financing, and they tell me that I have to find somebody that will sponsor the store. Once I can get the money to build it, to apply...the SPA, then they will take over and refinance everything. But because I'm a disabled Vet from Vietnam trying to get on my feet I am not even qualified for food stamps because I'm buying this business that's worth so much money. Doesn't matter. I'm not making any money off of it, but because I'm trying to buy using my Social Security money, I'm not worthy to have food stamps or any other help. Tri-county. No. You're only out to help one county and I don't think that it's right that you say tri-county because you're not out to help anybody else. Thank you.

...Bud Farr...I live south of Oregon City out in the Beaver creek area, south of Leland Road. My property is partially one of the growth reserve areas you're talking about. I read in the brochure that you mailed to me you're going to consider water, sewer and telephone as things that are accessible, that will be added out for my place here. My question is, is there going to be any

consideration or is there any on-site studies as far as schools because if you're going to put more houses out here we're going to need more schools. We don't have any in the area really except for ...Grade School. That means a new high school and a junior high probably for more homes and people. As far as water goes, we have city water right now, but we've had an instance where people have opened the fire mains out here, just kids goofing around in the evening, and I have no water pressure at my house. That means there's not enough water right now to supply that many more houses in the area and as far as traffic flow goes right now down Hwy. 213 in the morning, it is hard to get on that highway, so that means that probably some new roads will have to be in too. All these things taken into consideration, it looks like it's going to be very expensive to put houses out here as far as services that we in the area would be having to pay for rather than those making the decision whether we get drawn into this plan or not. Thank you very much. My phone number is 632-6562.

Yes, my name is Paul Steiber. I'm actually in the construction industry trade. I moved out here three years ago from Chicago. I think you should stick to your guns. This was voted in many years ago and don't be bullied or strong-armed by the Home Builders Association into expanding this so they can make more money. You have huge road problems out here already that are not being addressed and yet you keep building. You have sewer problems, electrical and telephone problems already and it's going to do nothing except get worse. You've got to stop building, and sit back and start looking at things again. You look over in Oregon City on, excuse me, you look over by 205 and exits 212 over that way, they're a nightmare as far as traffic goes. Tualatin-Sherwood Road is backed up. And now it's even getting bad at the first Wilsonville exit along with many locations up to the north. Put a stop to it, even though this will affect my paycheck, and other people's, it's getting out of control in this state. Thank you.

Yes, I'm Anthony Robards. I live on NW Brendemere Road at West Union. The water is only .25 mile from my house and we can't afford to drill a well. Our water is extremely bad. I would really like to see our area taken into the Growth Boundary so maybe we could eventually get water and I feel some of my other neighbors feel the same way although I can only speak for myself. West Union is a small area, but it is close to all of the facilities and it would be very easy to do. Thank you very much. My phone number is 647-9040. Bye.

Good morning. Walkie Regula calling at 5010 NW Sewell Road, Hillsboro, 97124. Apparently I'm on your mailing list. I'm outside, I'm confused whether I'm inside or outside your boundary. I'm the only one on my street receiving your newsletter. Am I in or am I out? Are my neighbors in or are they out? I've sent letters to your office and no response. So I'm calling and I guess I have to leave a recording. So I'd appreciate it if you'd respond to let me know whether I am in or out. If I am out, would you please remove me from your mailing list. Thank you.

I don't understand what this is all about, but I'd like to know. Nothing on this card tells me exactly what to do excepting this number and I am still in the dark and I thank you for at least letting me have this much. Time to go.

I want to thank you for having these open houses, for reaching out to the public and including us in. I hope you will begin to think of Clackamas County in a special way. I found in listening to

my city council folks about art that everybody thought this was totally cool for young people and for us too, I suppose. But the one county that was unable to see itself funding art was Clackamas. This happened to us in Open Spaces as well. The county we had to fight hardest to get open spaces preserved was Clackamas. Please help us keep Clackamas on-line. It's part of the problem, it can be part of the solution. I know there are good people out there. Thank you.

This is a scary time. We in Southwest are feeling so squeezed in, in terms of our tomorrows, losing that rural quality, which is why we moved here and what we've worked hard to preserve. It's a shame. We're not the ones putting pressure on this region. I would be very careful in any policy which would encourage folks to move here from...into this area of the Northwest. I would also educate folks. You could have, when they came to Oregon, education about land use so they begin to value the very processes that make this such a special place. Perhaps when they get their driver's license, whatever. Certainly I would ask where are the kids? I have yet to see young people at these Metro meetings. This is a brand new layer of government. How could people understand land use unless they've been here 30 years? Isn't it part of Oregon history? Taught at fourth grade level? Yes, aren't we pioneers? Yes. Are we trying to work on land use policy? It could be part of the Oregon history. Also high school could have this in U.S. history because we are the first state to ever try this. Thank you very much for your efforts. Good bye.

I would suggest you contact Scott Burns, Portland State University, Geology. I attended a free lecture given to the public last evening about the floods of the Portland metropolitan area. Guess what? They stretched all the way from the coast to Estacada. He mentioned the Urban Growth Boundary. They're asking people to build on marginal land. Can it be done? Certainly. Encouraging people to move here in the droves, that and business and the self interest of the Home Builders Association, of Don Morissette, of simply wanting to build, build, build. Awful. Not carefully managing the drainage of water, the hillsides and the...it's really a lawsuit. You could have a class action law suit, folks. And it's not just going to include the City of Portland which is beginning to happen now. If Metro doesn't look at this part of the reality on marginal lands that folks are forced to build on, does that mean a bigger Urban Growth Boundary? No, it does not. It means get very serious about wisely using the land. There are ways to alleviate slides. It has to be looked at with care. I urge you to do so.

Yes, my name is Vincent Edgar. I live in Troutdale, Oregon. My phone number is 492-2346. I'd like to comment on the Urban Growth Boundary. I'd like to see it not grow very much. I don't want to end up like another California as we all know. I'm also a very staunch supporter of light rail. I think the North/South light rail should go ahead. Thank you.

They call it Lakota...How in the world can you folks ask the people in East County, be it Gresham or East Portland, the people in Dunthorpe, the people in Southwest, to live one inch closer to their neighbors when you allow a Lakota to happen? Go walk that area, see the land that was eaten up by these few people under your watch. Does that mean Charlie Hales was wrong in asking us to pay you for your positions? Are you so busy with political infighting that you let this happen? Which one was the Councilor under whose watch this went on? Which county commissioners looked the other way? This is a grave disincentive to those of us who have truly tried to guard wisely and well our Urban Growth Boundary. Please look at it, talk about it, write

about it and help those of us who pay the taxes for this extra layer of government called Metro. How and why Lakota happened? I just can't live an inch closer to anyone when you allow this. It's not a small piece of information. Good bye.

Hi, I'm Carolyn Calderwood. My address is 15034 SE Royer Road. Mailing on that is Clackamas but we're actually right in the middle in Damascus. The zip on that is 97015-8730. I'm against the Urban Boundary being moved because of what I see is happening here in Damascus and now also out in the Sunnyside area on Sunnyside Road. The traffic has gotten to where it takes an unbelievable amount of time to travel from 172nd down to where Kaiser Hospital is. If you don't leave our house before 7:00 in the morning and you're going that way towards the Town Center, you can forget about trying to get there at any decent hour. You have to try every route to get there safely within a reasonable amount of time. Also, I feel that the people that are on the board, besides Susan McLain, are only out there to make money to line their pockets. They have an interest only in making money for themselves. I don't feel that they really care or are concerned in regards to what is happening in regards to the development that is going on. They have a conflict of interest and they should not be voting on anything that happens with the urban growth. The fact that they want to develop the area, they're the ones making the money. Also the developers are not being required to fund the new schools, they're not helping to find new schools, and providing buildings and land for the schools in our area. Along with taking and making sure that the roads are adequately upgraded and made safe. They're not the ones that are paying for traffic signals, any kind of road improvements in regards to safety aspects of turn lanes...Stop signs do not help in regards to traffic control on these very busy streets. Highway 212 happens to be just as bad as Sunnyside now, actually Sunnyside is just as bad as Highway 212. You're welcome to give me a call at 658-6482 and leave a message for me to call you back or make arrangements for me to speak to the Board directly. For your information, Steven Calderwood is my brother-in-law and that is how I am related to him. I'm just against this all the way around. I just see too much uncontrolled...being done and I think it's wrong. There's other areas that need to be developed first in the Metro area and we need to see these areas taken care of first. Also, in those areas, the roads need to be improved, widened, with traffic signals, not stop signs, but traffic signals put into place for maintaining safety in our area. Thank you very much. Bye.

I was looking at this questionnaire, No. 1. I disagree with that because I think we shouldn't crowd homes anymore than they are already. And for 2, 3 and 4, I agreed, 1, 1, 1, that there are arguments on all of them. It's really hard to know how to make the decisions that need to be made. Thank you. My phone number is 656-7416.

Actually this isn't a comment on the Metro 2040 Plan, just that are two people that need to be removed from your mailing list. One is Nancy Biasi and you have her listed with the Office of Neighborhood Associations at 1220 SW Fifth Avenue, Suite 204; that needs to be deleted. The other person that needs to be deleted is Molly McKatehood, and you also have her with the Office of Neighborhood and then you have Association abbreviated; A-S-S-N. And you also have her at 1220 SW Fifth Ave, Suite Number 204. Please delete Molly McKatehood and Nancy Biasi from your list.

This is H. W. Cohen at 1314 North Terry. I've got this list of meetings you have for in June and I see that they're all off on the Southeast and Southwest sides of town and over in Beaverton. But I'd like to know how much was spent in putting out all this garbage to the people in the North side of town and you don't even have a meeting out there. Thank you.

This is Randy Miller calling, president of the Miller Company from the central east side near your headquarters. And I really only have a question and that is, will any of the future open houses be in the city? I have received of the planned ones around the Metro area, but none in the city, and maybe I've just missed them, but if somebody would call me back and let me know when some are planned, particularly the downtown area, the central east side, that'd be real helpful. My number is 234-5000, extension 120 and you can just leave a voice mail if no one's here.

Brian Dirks, 538-3972. If you believe that history repeats itself, if you believe that, then you would look at the fact that you've run the price of housing to push Oregon, the Portland area, into the highest cost housing market in America. If you believe that supply and demand works, that when Metro pinches off the availability of housing lots and houses in general, when you stop supply, you increase demand and therefore increase the cost. If you believe in that, then you have to ask yourself a question. Is a higher cost per house, good? I believe it's bad. I have sons who would love to buy a house right now. When you increase the cost of a new house, you increase the cost of a used house. You have increased the cost of a used house. Think about this when you make your decisions on doing the Socialist thing and controlling everything. Why not just allow growth and pick the areas for it to happen, versus trying to stop growth. I wish Metro would dry up and go away as you can tell by my comments, because I do not believe that you can micro manage the economy. You attempt to do that, you don't attempt to supplement, you control. Government control is bad. Again I'm pointing at case history. If you believe in history, government control of things has destroyed things. So ask yourself, do we want to destroy the housing market here in the area? Your answer, of course, is no. But you will turn a blind eye to your actions, you will avoid history because it's messy and it can be explained. It's far more complex and complicated than I can point out. I'm sure that one of your patented answers. Please consider supply and demand in your micro management of our economy. Thank you.

Hello. My name is Chris Goin, I live on...Road and Cornelius. We're part of the urban growth development and I would like to encourage the urban growth development to go through this area. I think it would work out really well for everyone here and future people in the neighborhood. My number is 357-4971. Thank you.

This is Cindy Turner from Bill Buckley's office. Bill has received the hand-out from the open houses to be held in June. He wanted to know if there was any material that was going to be available at those open houses, any hand-outs or maps that would be available to the general public and if so, could we get copies of those sent to him before the open house. His address is Five Center Pointe Drive, Suite 250, Lake Oswego, 97035. Again, his name is Bill Buckley and my name is Cindy. If you have any questions about this, you could give me a call at 620-8900. Thank you.

Hi, my name is Caroline Skinner at 2420 NW Quimby, Apartment 14, Portland, 97210. First of all, I think the Urban Growth Boundary must be retained and of course, along with that I agree we ought to concentrate on infill, and I also feel that granny flats are something that are very important and should not only be permitted but encouraged. It's not only good infill but it's a very economical way to create low cost housing. So I'm calling to encourage that. And additionally, I'm very concerned that something has been left out of your big picture of high density housing and that is private greenspaces. I'm not talking about external greenspaces that are out there somewhere. I live in a courtyard building in Northwest Portland that has a very large front yard, however, that front yard is shared by 16 units or approximately two dozen people. So that is a common but private green space. Privately owned, privately maintained and landscaped, it's very, very lovely, and consequently none of us feel like we're living in a fishbowl even though technically this is a very high density block. The block, if you wish to see it, is at 24th and Quimby and also we have the same building at the other end of the block. There's another one like mine at 25th on NW Quimby. So please, take this into account. I really don't have a lot of good things to say about this concept of retail over commercial. I'm a single parent. I want affordable housing but I do not want to raise my kid upstairs above a deli or some kind of a business, and while there may be some place for that in super urban areas along the light rail lines or whatever, I think that the private green space concept just cannot be emphasized enough and needs to be brought out. So the courtyard or the concept of a U-shaped building, a three-sided building, you know, there's a central section and then a prong on either side, has a really natural private central courtyard and it needs to be a big roomy courtyard where there's enough for an actual tree to grow in there. And then the fourth side, you know, there can be hedges or something to enclose the courtyard so that it's private from the street. So if anyone wishes to call me to discuss this, that's fine, my number is 248-9719 or by any means, feel free to drop by and view my building at 2420 NW Quimby in Portland. I've lived here eight years and it's very, very livable yet very urban. I'm raising my child here and I feel good about it and I'd like to see more units exactly like this one developed all over the city because it is very humane. So, again, if you'd like to come and see it any time, please contact me or just drive on over and you'll see what a lovely courtyard we have and I think many other renters who are looking for affordable housing would also enjoy having the feeling of a large private front yard but without the expense of actually owning or maintaining the property. So, thank you very much.

Yes, excuse me for bothering you, this is Howard Carver from up on Skyline in Germantown in Northwest Portland. I tore down and cleaned up a grocery store and gas stop that was that there for tourists and people that live in Northwest Portland's West Hills. But, Bud Clark helped me to get the financing for the cleaning up of the site and said that he was going to help me with the store, but he's out of office and Vera Katz tells me, "Well, that's just too bad." You don't live in the designated area and you're, well, never mind about my skin color. But, because I don't live in Northeast Portland, the City of Portland cannot help me. I'm a disabled Vet trying to rebuild the store and station up there and for some reason is saying, "We don't want to help you." I wish that you could write me a letter or call me, better yet, just call me at 645-8321 and let me know why it is you cannot help me. I have listened and have letters from Vera Katz's excuses, oh, not being in the designated area, but when you have the only grocery store and everybody waiting and everybody keeps calling you and asking you to get your station open, to get your store open, so that they don't have to drive off that mountain in the middle of an ice storm or a rain storm or

snow. I'll tell you, if you lived up there, you would hate it because there's nothing up there that can help you if an emergency shows up. Carrying medical supplies is part of the duty of a grocery store. I've talked with St. Vincent's Hospital and if I could put these buildings in up there that I'm trying to put in up there, they were considering a medical office up there. But because the City of Portland says that I am not in Northeast Portland, and since I'm a disabled Vet and have no way to pay it back, they can't help me. Well the store, the business, will support itself otherwise there's no point in building it if it won't support itself. I am trying to secure financing for the construction of the site and I need your help. You keep sending me these papers. I have no money to go to any of these meetings to pay your \$20 or \$30 or whatever it might be. Even if it's free, I had to give up my car because of the insurance and the car payments so that I could use the money on the taxes and everything for the property. But trying to get a business operational when you don't have the City behind you is like trying to walk backwards. Never mind. It's a long story. I would like to hear from you if you can help me in any way. If you can't, well, there's no point in returning my call. Because you're like Portland. Vera Katz has ordered all that plywood for down there along the river front. She didn't get this cheap pre-pressed plywood pieces that they're building all these new homes out of so that they fall apart as soon as the moisture gets to them in five or ten years, no, she's got to buy that grade A plywood, and where does it go? Well, we'll worry about that later. Waste of a lot of good tax money. But she saved the water wall and it never did anything and yet the sewer acts up. Please, contact me. Thank you.

I was going to comment on my appreciation for Jon Kvistad's running of the meeting in such a low-key, professional way. Comment made of being careful to preserve the needs of the individual as opposed to government, but just a reminder that hopefully we can begin to see ourselves as always part of government. Government is us along the lines of Abraham Lincoln, government of the people by the people and for the people. Again encouraging young folks to be included in Metro. I'm just...history, including land use history, bottle bill, ecology, etc., in the schools, so that these comments about the role of Metro, Metro as government, people included in government will be carefully weighed. Now, one might ask individuals versus business. Especially with the employment made to the Growth Committee. So let's be really careful that the government of the people by the people and for the people are protected from overzealous business interests. Thank you again for all your work.

This comment is in relation to our Metro chief's voices in the Thursday Oregonian encouraging public involvement and talking about public responsibility. This is tough stuff. I did work on the Open Spaces campaign and would compliment Patricia McCaig and Liz Coffman in their oversight of the campaign. Felt very connected, this was very difficult long-term, but organized so that we volunteers really felt positive about our involvement. That is not the case with some of involvement, even locally. Where you have some real difficult to deal with individuals, perhaps? For example, when our community centers in Portland, the siting has been so controversial, and Vera Katz made mention, "We've had an easier time placing sewage treatment plants." So you can see that something is positive, that community sitings can be controversial to the point of having people walk away from involvement in a process because they feel belittled and betrayed. Anything you folks can do to welcome people on board in the way we felt welcomed on board in advocating for Open Spaces during that campaign, I think would be helpful. Please don't think

folks aren't interested. Sometimes their attempts to be involved are very counter-productive.
Thank you.

Hi. Concerning growth, you have to allow for it. It's going to happen and if you pinch off the supply side, it's going to run the cost up. You've proven that already. Lots have doubled in price in just the last few short years. So, look at your history, don't repeat it. Think of the people who are starting out in life, the young married people who want to buy an affordable house on a low, semi-low income, a starting income. It's tough right now. You have made it tougher. Not just your, you know, messing with the economy of supply and demand, but I'm sure you've got something involved in all the costs of the permits and the regulations and...it was just a few short years ago a starter home was about \$80,000. I know, I'm a contractor. I was in those houses, I was in them every day, \$80,000. That same house is now \$140,000. So, I understand that there's a little bit of pressure from outside growth, outside folks moving into Oregon, but it's, you don't need to compound the problem. Sell those lots. Let people have a place to live. Private property is cherished in the constitution. It's cherished around the world. Half the world is getting more and more private property and we're going away from it here with LCDC. This is Brian Dirks, 538-3972.

My name is Jane Putnam and I'm speaking for my husband Malcolm and myself. We follow the processes closely as we can. We will be out of town during the meetings. So, we would like to just state our strong preference for a hold-the-line policy on the UGB. The reasons that we'd like to express are, first; once the study areas come under review, politics will come into play and the land values will be skewed, so we feel that this holding the line is the best policy. Second, we are far more willing to put up with the inconveniences which may come with more compact urban design than we are willing to see any more wasteful sprawl. And we have experienced both over a number of years living in different parts of the country. In fact, we know from one excellent experience that good compact design can work very well for families. When our boys were teenagers, we lived comfortably in a condominium which had been creatively designed for privacy, access to shared open space, recreational facilities and transportation. Finally, we have some real suspicions about some of the predictions of growth. If there must be some guesswork involved, it seems probable that there may be exaggerations by those who are looking for a pretext to have more land on which to build the housing which is more profitable for them. If the land isn't there, they or some other, more creative developers will find ways to do attractive housing within the constraints. Thank you for the opportunity to express our opinion even though we couldn't come to the meetings. I'll leave my phone number for identification - it's 635-6719. Jane Putnam. Thank you.

Hello, my name Jeannine Kirkey. I am a resident in Tualatin. I would like to give my point of view on the subject of moving urban boundaries to permit yet more growth in our beautiful city. I love Tualatin, but I have to say, the city leaders in this whole urban management/urban growth development, is a big disappointment. I'm appalled at the amount of building going on. It was once a good sized, but yet a quaint, community. How many meadows are you going to cement over and how many apartments and row houses are going to replace our grassy fields? How many animal carcasses do you have to see in the streets to know that we are infringing on land that should not be taken up with cement and steel and buildings. On my block we have a

Safeway, and right across the street we have a Freddie's. Not half a mile from there they're going to build, a so-called "Hagen's," another grocery store. We have in Sellwood, five miles away, an Albertson's and I heard that a mile from me, which is maybe half a mile, three quarters of a mile from Freddie's, there's going to be another Albertson's. I am really sick and tired of watching things being mowed down. We're going to have nowhere to fly kites and to ride bikes or to play anymore. This whole thing is just a big joke and I'm tired of greed and money being the main factor. How about our lives? Our health? And just the fact that, we moved here, we keep moving out to the suburbs and you keep moving back the boundaries. We moved to Tualatin and Sherwood and Wilsonville and Newberg and those places are becoming populated. We have to keep moving back to get away from the greed and we're tired of it. My phone number is 691-2286. And yes I am going to request some 2040 newsletters. I say just leave everything alone. Get the greed out of your hearts, out of your minds, and let us enjoy, and stop running away from all this greed. If you want steel and cement, you can move to Chicago or Detroit, just leave us alone. Thank you.

I oppose moving the urban boundary because that will mean even more growth here in Tualatin. People move to the outskirts of the city to get away from overcrowding, concrete and traffic jams. But no matter how far you move out, it seems someone has to come along and build three shopping centers, two or three mini-malls and apartments and rowhouses and condos to block our once beautiful views. This happened in Sherwood, Newberg and Wilsonville. We move away from the cement and steel to give our children natural play areas and some developer comes along and takes them all away. Please quit trying to plaster over Portland. The reason so many of us love our state is because it's so green and beautiful. Already on Channel 6 news, Anne Jaeger has reported that more trees are being cut down than are being replaced and if you really give that some thought, it's scary. I'm afraid of what greed is doing to our beautiful town, our beautiful state. I also know that you can't build the town's population and infrastructure without expecting also various crime numbers. And no, I don't believe that's just a chance we'll have to take. Boundaries are where they are for a reason. Please keep them there.

Hello. This is Barbara Taylor. I'm requesting some information about the Urban Reserve Study Areas. I'm also a member of the League of Women Voters of Washington County and we're doing a study of land use and I was planning to go to the Wednesday open house, the 19th, at Westview High School and I found I can't attend and I haven't been able to get a replacement. Is it possible for me to get some of the materials that will be available at the open house. I need someone to let me know at 357-0424. Thank you.

Hi, I just wanted to make a general comment about the whole issue of extending the boundaries, the growth boundaries. I am against extending them any farther. I think that if people want to move here and we run out of space as is, that's too bad, they can go someplace else. We do not have to keep on building, building, building and have an LA-type sprawl just to accommodate those that want to come here, take advantage of what we have, and then when things get tough, move away. I like it the way it is now. We've already taken up all kinds of beautiful land for these developers to make lots of money off of and then when we want to have open spaces or a beautiful state, it's already ruined. So I say, take it as it is, leave it as it is, and if you don't like it, don't move here. So, I'm against extending this urban-sprawl. And don't let the big developers

and the rich boys ruin it for the rest of us. Thank you.

Hi. My name's Martha Vegas and I am still being educated about the Urban Growth Boundary proposals, but one thing I had a concern about is the expansion of the boundary to eliminate, or to expand it beyond farms such as Dunhill Farms, such as the Malinowski Farm. I hate to see that happen. And would ask Metro to take a look at some other alternatives so that those, the farms are preserved. And I, at this time, that would be major comment and I would like to study the rest of the plan. Thank you very much. And I'm located in Beaverton, Oregon. I don't know if you need my address or phone number, but you can certainly reach me at 503-626-9182. Thank you.

Appendix E

Summary of Written Comments Received

Written Comment Summary

Received between January 25, 1996 and July 23, 1996

Beavercreek

"...without huge expenditures for road widening, bike lanes, sidewalks, and increased mass transit these new residents will have no choice but to rely on their cars to get around."

"...near by employment opportunities are virtually non-existent." (con)

-Crystal Atkins (1215)

Would like all of her property included in an URSA, not just a portion of it. (pro)

-Angela Sundholm (1305)

Beaverton

SW 155th

"The land is not now farmed, has not been farmed for the last 22 years and to my knowledge has never been farmed."

"The land is located in the heart of a high growth area where there are many jobs, both old and new." (pro)

-Jolene Anne Segel (83)

"Moving this land into the urban reserves increases potential future tax revenues, adds to possibilities of much needed housing land where housing is needed and has a future of creating for more high wage jobs for far more people." (pro)

-Jolene Anne Segel (506)

Grabhorn, Farmington, 170th, Kemmer, & Gassner

"Existing homeowners, at the very least, should not be required to foot the bill for sewage and storm drains for future owners! Existing homeowners should not be forced out of economic necessity to subdivide their property in order to meet these kind of assessments."

"Please don't take action that will change the face of our area, detract or eliminate the very elements which make our area an attractive place to live and raise families." (con)

-Bob Weaver (556)

Siler Ridge Road

"Utilities, with the exception of sewer extensions, have been provided for my property and it is my opinion that the highest and best use of this land is residential." (pro)

-Jack Brian (1004)

"...this property had both sewer and electrical utility lines in its proximity, and was included in the urban reserve study area lead us to believe that this property had great potential to be included in the urban growth boundary in the very near future." (pro)

-Ekaterini T. & Vassilios T. Garyfallou (1017)

"This property has long been rated very high as a logical area for development and growth."

(pro)

-Buzz Siler (1027)

Would like his property included in an URSA. (pro)

-Stuart Honeyman (1068, 1078, 1083)

Would like to have her land included in an URSA. (pro)

-Jolene Anne Segel (1132)

"We all hope that you see fit to keep us in the URSA so that we can eventually get the services we help pay for." (pro)

-Kim A. Vandehey (1148)

Bethany

"There are three reasons why it is no longer profitable to farm this area. The parcels are small, home owners fear of spraying and increased traffic."

"These small parcels are not easily farmed, because nearly twenty percent of the perimeter of the field is lost with encroaching brush and noxious weeds." (pro)

-Keith Fishback, Fishback Nursery (608)

"...concerns they have raised about infrastructure, particularly transportation; air quality; loss of EFU lands; seismic risks; and limited opportunities to achieve reasonable densities." (con)

-Kathy Christy, Commissioner, Washington County (1020)

"While most residents enjoy the beauty of the growing crops, they will not tolerate the negative aspects of farming: cumbersome farm machinery plugging the roads, dust caused by soil cultivation and harvesting, mud tracked onto roadways and the safe use of farm fertilizers and chemicals." (pro)

-Keith Fishback (1103)

Would like his property included in an URSA. (pro)

-Dan Fishback (1104)

"Recent Developments in the Bethany area have already cause severe overcrowding in the area's primary and secondary schools."

"Recent Developments in the Bethany area have already cause sever traffic backups..." (con)

-Dr. Lee A. Grunes (1357)

A thank you for including property in an URSA.

-Keith Fishback (1389)

Cooper Mountain

"...none of this land is EFU. ALL of IT is EXCLUSION area."

"The roads here were built so that they could be widened and used for public roads in the future."

(pro)

-Kim Vandehey

"Recent discussions with City engineers indicate that basic public infrastructure (sewer, water, and storm drainage) could be provided to much of this area by extending existing City facilities."

(pro)

-Rob Drake, Mayor, Beaverton

"...if the area was rezoned for urban density, five or six homes per acres could be developed and this would severely impact the integrity and privacy of the neighborhood and adjoining homes."

(con)

-Robert Walker

"The potential to develop the patchwork of remaining underdeveloped land in the Study Area... is minimal at best. This is primarily doe to the steepness... of the slopes they are on and relative inaccessibility to these areas/lots/lands."

"...this portion of the Study Area is a classic example of Metro's RUGGO definition of a rural reserve area."

"This large ravine is also important because it provides a natural link with the greenspaces/openspaces set aside in the Murray Hill development immediately east of this area. It also has the potential to provide a direct link to the heavily wooded and wetland area just to the west of SW 175th Avenue."

"Providing sewers to these developments would be very expensive doe to the terrain and the sparseness of the number of homes served." (con)

-petition

"With the continuing development of COPPER MOUNTAIN we who live in the area are concerned about the loss of trees and habitat." (con)

-Henry S Sakai

"...almost all of the one acre lots in this study area are covered by restrictive covenants on the deeds that will prohibit subdivision."

"You will not gain additional density from this area but you will cause future lawsuits from neighbor to neighbor and possibly destroy a neighborhood." (con)

-Alan Malone & Jim Hill

"Developing Sky High Acres would require clear cutting this last stand of Douglas Fir and would be contrary to the goals of 2040 to preserve forest and farm land." (con)

-Joseph & Susan Puretz

"A major portion of Site #113 is designated as a Significant Natural Resource area by Washington County. The area also contains the headwaters of Summer Creek which runs through Site #113 to Murrayhill. The lower density allowed under its current designation would also allow connecting corridors which could contain hiking trail access to the Cooper Mountain Greenspace." (con)

-Bruce H Howe, President and Board of Directors Member, TIMBERLINE HOMEOWNERS ASSOCIATION

Damascus / Boring / Carver Area

South Springwater

Proposed tax lots to be added to the UGB. (pro)

-Terry W. Emmert, Emmert Development Company (651)

Would like area included in URSA. (pro)

-Douglas W. Bollam, The Bollam Company (875)

"What good is my 14 acres if I can't farm it?"

"People on those 1 acre lots want to keep this farmland but on the other hand farm owners would like to have the same rights as they have, to divide this land." (pro)

-Donald Schneider (1121)

Pleasant Valley

Does not want the UGB to include the area. (con)

-Sharon L. Fergeson (1401)

"We need urban development patterns on both sides of Sunnyside Rd. to take advantage of transit and to make the transit center within the Village successful." (pro)

-Clackamas County Board of Commissioners

"Logically the highest and best use for my property is industrial, commercial and residential development which cannot be accomplished unless the property is within the urban growth boundary." (pro)

-Lowell E. Patton

"It is mainly residential now with homes on small parcels of land. There are no large plots of land so it is not cost effective for farming." (pro)

-Kathleen Anderson

"...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 easily be 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." (pro)

-Ken Hoffman

"All urban services have been designed to accommodate possible future residential improvements within the area proposed to be included in the UGB." (pro)

-Clay W. Moorehead

"...much of the land in the Damascus/Boring area is no longer adequate quality soil for farming."

"Housing needs area and will increase in the Gresham, Boring, and Damascus region as the semiconductor industry expands on the East side." (pro)

-Edith Martin, Douglas Martin, & Deborah S. Dalenberg

"The close proximity to the transit system makes easy access to services." (pro)

-Terry W. Emmert, Emmert International

"We are very close to the extensions of sewer services coming down Sunnyside Road, and have access to major arterials, etc."

"It cannot, has not, and never will be farmed." (pro)

-Jim Lucas

"Including the Property within the UGB will help relieve pressure to expand the UGB in less urbanized areas of the region." (pro)

-Robert D. Van Brocklin, representing Gramor Development

"This parcel would otherwise be bounded on three sides by the U.G. Boundary and left in an isolated pocket." (pro)

-James M. & Dorothy M. Uldrikson

"We have been informed that the 2040 boundaries are not to be considered as being parcel specific, but rather are to be used to indicate general areas of consideration"

"Our parcel is similar in slope to the adjacent property, which is inside the UGB and has been subdivided a single family subdivision."

"Our parents purchased a 32 acre parcel 45 years ago in 1950."

"In 1955, they sold two acres to our aunt, who later subdivided it into two lots and still lives there."

"In 1970, they sold the southern 11 acres, which subsequently became the Hampshire Development which now contains 55 homes."

"In 1972 the original farm house and 3 acres were sold (Tax Lot 301)."

"With each sale, the new owners petitioned to be included in the Urban Growth Boundary and their requests were approved."

"...our 15 acre parcel is surrounded on 3 sides by development."

"This parcel is topographically identical to the parcel immediately adjacent to the west, currently being developed as Castlewood (14 lots on 11 acres). The county even required that this developer provide a stub into our property, we assume to accommodate future development."

"Clackamas County and Mt. Scott have both said they are more than willing to provide services to this parcel."

"...our property is approximately 1/8 mile from Sunnyside Road."

"...we have consulted with a civil engineer who has told us that he could put in a road to serve the property which would range from a grade of 5% to 26%."

"Clackamas County has told us that our request is consistent with their desire to have additional urban reserve designations in the proximity of Sunnyside Village. They have also told us that grades under 30% are acceptable to Metro as developable land."

"...100% of our parcel is exception lands."

"We have done everything we thought necessary to present our case to Metro..."

"Our parcel is similar in slope to the adjacent property, which is inside the UGB and has been subdivided a single family subdivision." (pro)

-Kathy Nordquist & George Allan

"There are still many undeveloped areas in Wilsonville, and even more important, Wilsonville does not have adequate services (sewer, water, and schools) to provide for what is now being developed." (con)

-Janet Egger

"We do not need to destroy yet another prized watershed for the sake of growth." (con)

-Carol Witbeck, Friends of Barton Park and the Scenic Clackamas River

"The City Council will not saddle Gresham ratepayers with the costs of providing services need to serve... study areas if they are brought into the UGB." (con)

-Mayor Gussie McRobert, Gresham

"The developers aren't the ones having to sit at an intersection at five at night trying to make a left turn into a steady stream of traffic." (con)

-Stephen E. Calderwood

"Your proposal puts over 50% of the expected growth for the whole region in our community. You are not asking for a mild modification of lot size or life style. Your plan would completely change the face of Damascus as we know it." (con)

-Debora Stevens, the Damascus Community Association

"The development process typically involves mass grading and reshaping the land surface, cutting in roads and building pads, concentrating surface runoff water from pavements and roofs into downslope areas, adding the weight of soil fills, and related changes to the land. All these processes tend to exacerbate existing potential hazards and can create hazardous conditions where none existed previously." (con)

-John W. Ferguson, Deep River Geotechnical Services

"It doesn't make sense to go outside the Urban Growth Boundary when the land is there [within the UGB] and surrounded by the infrastructure."

"Traditional Oregon values must not be swept aside in a rush to the future."

Forest Grove / Cornelius

No commitment either way.

-Karl Mawson, Community Development Director, Forest Grove (89)

City Council vote in support of URSA's. (pro)

-Karl Mawson, Community Development Director, Forest Grove (108)

"...we strongly feel the need to include land to the southeast for better traffic circulation, water and sewer circulation and to keep the community viable through growth to the east for a continuous Urban Growth area." (pro)

-John C. Greiner, City Manager, Cornelius (113)

Recommendations on study areas.

-John Greiner, City Manager, Cornelius (130)

Supports including the area to the North of Cornelius. (pro)

-Remi Taghon (295)

Cornelius

"Ground grade drops abruptly South of Council Creek along the proposed Urban Reserve Study Area and any storm run off would have to flow over top of grasses used to graze cattle which results in erosion and mud holes as is already done to our neighbor to the West. The proposed Urban Reserve Study Area along Susbauer Road and adjoining vacant industrial lands provide identifies area which would be more ideal to this need." (pro)

-Henry T. & Irma P. Taghon (315)

Cornelius

"We do not wish to develop our property nor do we wish anyone else developing it." (con)

-Ralph & Virginia Van Dyke (362)

Cornelius, Hobbs Road

"We want to work for and help preserve this ecologically sensitive area from the onslaught of growth and overpopulation in the near vicinity."

"If the area outlined near the wetlands is ever zoned R-7 or any residential zoning, we believe it would permanently damage, and perhaps destroy, the use of the wetlands as a very valuable ecological system of natural and migration animals, as well as year-round haven for many varieties of wildlife and plants." (con)

-Russ & Pam Wilkinson (388)

Cornelius

Would like the wetlands excluded from the study area.

-Russ Wilkinson (391)

Forest Grove

Would like to have his property removed from the UGB. (con)

-James F. Loomis (504)

Cornelius

"This is some of the best soils in the Willamette Valley for growing any type of crop, and to use this land for non-farm use would be a crime against nature." (con)

-Edmund & Gertrude Duyck (889)

Cornelius

"We are at a point where if we lose any more agricultural land in Washington County. We lose our agricultural services because there will not be enough resource acres to support these agriculture related businesses!" (con)

-Dave Vanasche (896)

A feasibility study for URSA's around Cornelius.

-bst associates, inc. For the City of Cornelius (934)

Forest Grove

Would like their property included in an URSA. (pro)

-Joan Henley, George McKibbin, Ila Snyder, & Janet Olson (1029)

Cornelius

"If the Metro Council truly wants to protect prime farmland and natural environmentally sensitive and wildlife areas, this would be a small way, a major way, to show that intention." (con)

-Russell L. & Pamela S. Wilkinson (1166)

Cornelius

"If you add these properties you may as well add the rest of Washington County agriculture to your list!"

"Commuter traffic is conflicting with our operation of farms in the EFU zone everywhere in Washington County and growing worse daily." (con)

-Dave Vanasche, Ken Buelt, & Ed Doych, Washington County Farmers (1219)

Cornelius

A list of factors to support inclusion in an URSA. (pro)

-John A. Rankin (1297)

"...these areas will be essential for the fiscal viability and orderly growth of Cornelius." (pro)

--Ralph D. Brown, Mayor, Cornelius (1369)

Cornelius

"...when all these areas are added to the UGB, our properties would be surrounded on 3 sides by Industrial land..."

-Walter R. Duyck & David W. Armstrong

Cornelius

"It is a very beautiful wetlands and tree area where nature trails and the preservation of a green belt area could be very valuable to our city, county, and region for generations to come." (pro)

-Russell L. Wilkinson

Gresham

"A very large amount of land directly south of Gresham is designated as Urban Reserves and if a large portion of this land is eventually added to the UGB there could be a significant financial impact o Gresham residents if they city was to provide a full range of urban services." (con)

-Jeff Davis, Community Planner, City of Gresham (28)

"The subdivision was approved as a six phase subdivision in 1992." (pro)
-Clay W. Moorhead (54)

SE Hogen Road & Highway 26

"The area should be rezoned for urban development to justify the 1994/95 tax-increase." (pro)
-H.K. Wawrina (194)

Dodge Park Blvd.

"This area is farmland, not potential city. Many folds out here make a living farming this very rich soil; some for generations. Others of us keep livestock; raise our families and savor a rural paradise." (con)

-William G. & Nicki I. Meyers (839)

"...proposed boundary change would plunge Pleasant Home into the suburban cityscape with its noise and congestion, its repetitious architectural styles, and increasing dangers of crime, drugs and gangs." (con)

-Richard Foland (862)

Orient & Pleasant Home

Opposed to expansion of the UGB in the area. (con)

-Jeffery L. Krusel (1134)

"...there are too many unqualified claims to include this parcel in the Urban Reserve Study Area." (con)

-Gussie McRobert, Mayor, Gresham (1284)

"...financial cost of any expansion are great and offer no advantage for taxpaying residents of Gresham." (con)

-Eulia Quan Mishima (1341)

Would like area included in an URSA. (pro)

-CDA Consulting Group (1343, 1345)

Orient Area

"Why not utilize both sides of the road." (pro)

-Susan Lorain (1390)

"Much of the area has already been made into small parcels."

"The quality of life that many of us have known that have lived in Gresham for many years is gone no matter what is decided on the urban growth boundary." (pro)

-Kathleen Anderson (1467)

"Gresham City limits are on two sides of my property."

"There are duplexes on one side and housing development on two sides of the property. I have neighborhood children messing with my fences. I have kids throwing things at my cows in the field. I have neighborhood dogs chasing the cows. I am no longer in the country. This makes it not safe for me to have farm animals anymore."

"There is water and sewer up to my property."

"Sidewalks end at my property and then begin at the end of my property."

"This property would be less costly and easier to develop than most pieces of property that Metro is considering." (pro)

-Mary & Larry Byer

"... the integrity of this very important section of the Johnson Creek headwaters will be severely compromised if urban development takes place upon these watersheds." (con)

-Christine Steel, Representative, Neighbors of the North Fork, petition

"Increased impervious surfaces in the watershed, and increased human activity along the creek and its tributaries will impact a delicate balance of native plants and animals and compound flooding and pollution downstream." (con)

-Michael Carlson, Interim Coordinator, Johnson Creek Watershed Council

"It is flat, does not flood and ideally, and logically, suited for development of homesites as it borders the beautiful 17th hole at Pleasant Valley Golf Course." (pro)

-Jim Lucas

Hillsboro Area

Northwest Evergreen

"The general area has a mixture of small properties not currently used for agriculture interspersed among larger properties that continue to be in agricultural use."

"Even for high value crops such as Strawberries the high cost of establishing the crop and the low annual income per acre makes it seem unlikely that this land will be put to significant productive use in small acreages."

"Northwest Evergreen is no longer a rural setting!" (pro)

-Henry & Anita Oberhelman (59)

Northwest Evergreen

Writing in support of the Oberhelman letter. (pro)

-Dr. Ming-Min Peng (80)

Sunset Highway

Concerned about school overcrowding. (con)

-Holly Beare (88)

McNamee Road

Request for inclusion in URSA. (pro)
-Gretchen Quigg & Tom Chamlee (116)

“There is no irrigation available and the land really is not a viable economic unit under the present zoning.” (pro)

-Lee (LeRoy) Van Domelen (117)

Cornelius Pass Road near West Union

“We would like to be able to develop this property into a more efficient resource that could generate a more financially secure future for our family.” (pro)

-The Grossen Family (141)

St. Mary's Site, Tualatin Valley Highway

“Additional land is needed on the Westside of the metropolitan area to support a jobs/housing balance, especially in light of the growth of new jobs in this part of the region.”

“The kind of higher density development possible on this site could actually reduce the amount of land that is needed in the Westside to be added in the UGB in the next 50 years.” (pro)

-Gary I. Conkling (208)

Cornelius Pass Road

“This property is prime for development. It has obvious proximity to many of the new jobs being created by the high-tech companies moving into the area, has excellent access to Highway 26, plus, it is only minutes away from two of the light rail stations proposed for the area.” (pro)

-Merland & Betty Leu (220)

Cornelius Pass Road

Would like to have their property included in study area.

-Merland & Betty Leu (274)

Cornelius Pass Road

“With only 17 acres of land there is no way we can make a living at farming and feel it could be more efficiently used in other areas.” (pro)

-LeAnn & Addison C. Colliers (280)

"...because of the...locational characteristics and the substandard Goal 3/Goal 4 opportunities on the site, that the property is a good candidate for inclusion in the Urban Reserve."

"...a property of this size (188 acres) presents unique opportunities in dealing with future planning matters such as parks/greenspaces, public service extensions, transportation facilities and a mix of housing types."

"The property is located in an area in which urbanization is occurring and will likely continue because of the proximity to a major transportation facility (Tualatin Valley Highway), a Region 2040 Town Center (downtown Hillsboro) and the existing UGB." (pro)

-Jack I. Orchard (288)

Would like Hanauer property to be included in URSA.

-Jack L. Orchard (366)

West Union & Cornelius Pass Roads

"...located near large sections of industrial land to the South and within the UGB."

"With respect to public facilities and services, police, fire, storm sewer, transportation, water, and schools are currently available, are planned for the area, or could be built in the area..." (pro)

-Robert D. Van Brocklin, representing J.D. Smith (421)

St. Mary's Site

"...St. Mary's is one of the lowest cost areas to provide urban services and urban development."

-Doug Draper, General Manager, Genstar Land Company Northwest (424)

Helvetia Road, Highway 26, & Groveland Drive

"The site as a whole is largely flat and highly accessible from existing roads..." (pro)

-Mark Dane, Project Planner, Alpha Engineering, Inc. (428)

Cornelius Pass Road

Supports inclusion of West Union L.P. land. (pro)

-Robert S. Bobosky (436)

NW Evergreen Road

Would like property North of Evergreen Road to be included in the URSA. (pro)

-Verne Lewis, Bill & Phyliss Price, Paul Williams, & Thomas Melots (442)

West Union Road

"We believe that the Property's location near the UGB, in the proximity of existing urban services, and immediately adjacent to an existing URSA makes it a logical candidate for inclusion within and URSA on the 2040 Growth Concepts Map." (pro)

-Robert D. Van Brocklin, representing J.D. Smith (492)

Hanauer property should be included in an URSA. (pro)
-Winslow C. Brooks, Planning Director, City of Hillsboro (509)

Would like properties included in study area. (pro)
-Robert D. Van Brocklin, representing J.D. Smith (568)

NW Cornelius Pass Road

"...only minutes from the large industrial campuses of the County's largest employers, the Light Rail and Highway 26."

"...because of the size of the parcels in this area, acquisition and aggregation cost should be less."
(pro)

-Merland & Betty Leu (589)

Cornelius Pass & West Unions Roads

"With only 17 acres of land there is no way we can make a living at farming and feel it could be more efficiently in other areas." (pro)

-LeAnn & Addison C. Collier (739)

West Union & Cornelius Pass Roads

Would like area included in an URSA. (pro)

-A. Richard Vial, representing the Tsugawa Family (832)

West Union & Cornelius Pass Roads

Would like property included in study area. (pro)

-George Tsugawa (833)

West Union & Cornelius Pass Roads

"Overall a net increase in the efficiency of public facilities and services would result if the property was designated urban." (pro)

-James N. Tsugawa (835)

Would like his property included in an URSA. (pro)

-Lee (LeRoy) Van Domelen (1043)

West Union Road & 185th Avenue

"The property is surrounded on three sides by urban development."

"...can be served by sewer, water, roads and emergency response services."

"...convenient access to the regional freeway system and is serviced by Tri-Met." (pro)

-Gregory S. Hathaway (1059)

Would like to have all of his tax lots included in an URSA, not just a portion of them. (pro)

-Jim Standing (1137)

NW 185th

Would like to have his property included in a study area. (pro)

-Timothy M. O'Callaghan (1143)

West Union Road

Would like his property to remain EFU. (con)

-M. Fishback (1248)

Opposed to URSA's in the area. (con)

-Alan Fishback (1249)

"...the amount of land shown within these sites for possible inclusion within the Urban Reserve Study Areas would be the minimum amount necessary to accommodate additional household and future supportive employment anticipated for our area of the Region."

"...Hillsboro has a large employment base." (pro)

-Gordon Faber, Mayor, Hillsboro (1285)

"In the immediate Hillsboro/Sunset Corridor area there are currently over 7,000 new jobs that have been committed by major corporations." (pro)

-Lance E. Killian (1288)

St. Mary's Site

"It is served by one of Tri-Met's most productive bus lines connecting with commercial and industrial centers from Forest Grove to downtown Portland." (pro)

-Gary Conkling, Genstar Land Company Northwest (1362)

Sunset Corridor

"It is clear job growth in this area is exploding."

"While the property is zone EFU a significant portion has never been farmed and currently has five legal living units on it." (pro)

-Jim Standing (1420)

"This property has the lowest elevation in this drainage basin and would need to be serviced by sewer before other upland properties in this area could be developed." (pro)

-Daniel E. Anderson

St. Mary's Site

"...including this property in the UGB will help achieve a better jobs/housing balance and provide the region with an excellent example of a well-designed, higher density residential community."

(pro)

-Doug Draper, General Manager, Genstar Land Company Northwest

Oregon City

“When the UGB line was drawn in the 1970's, it essentially cut through both of our tax lots in an arbitrary manner, leaving approximately 6 acres of prime developable view property outside the UGB.”

“Redrawing the line to include this reserve study area inside the UGB is a logical conclusion since it follows the topography of the land.” (pro)

-James F. Nevin (736)

“It will be difficult to maintain, or even achieve, a jobs/housing balance without adequate supplies of industrial land.” (pro)

-Daniel W. Fowler, Mayor, Oregon City (873)

Canemah Slopes

Possible amendment to add area to the UGB. (pro)

-John G. Block, Development Services Director, Oregon City (1414)

“...this land has never produced an economic timber crop before I owned it and certainly not since I've owned it for the past eleven years.”

“...the soils are extremely rocky with boulders the size of goats and agriculture crops have not been grown on this land for the past 40 years.” (pro)

-Ron Schief

“The intersection of Highway 213 and Beaver Creek Road is at best, 2 years behind the times.”

-Heidi M. Ware

Skyline Boulevard Area

“The Angel property was annexed to the City of Portland in 1971, and has receive urban services from the City since that date.” (pro)

-Earl Blumenauer, Commissioner, Portland (1309)

Support to include the property in the UGB. (pro)

-Lawretta Morris, President, Portland City Planning Commission (1547)

Support to include the property in the UGB. (pro)

-Earl Blemenaur, Commissioner, City of Portland (1566)

“The land is not prime farm land and I am afraid we will continue to be caught in the middle if we are not included in the urban growth boundary.” (pro)

-Randy Reichen

“...farming in the traditional sense in this area is becoming increasingly difficult and not profitable because of the part development and especially now with the rapid and dense development proceeding now in the Bethany Kaiser Road area.” (pro)
-Bob Zahler

“The Angel property has previously been identified by the Portland City Council (Resolution 34310) and the Portland Planning Commission as property that should be included not just within an URSA, but within the UGB itself.” (pro)
-Robert D. Van Brocklin

“...the property in question is not prime farm land. Most of the land is rocky and composed of call II and IV soils which are not conducive to growing grain crops.” (pro)
-Carolyn M. Perrin

“...protection of large-lot farmland is another worthy objective of Goal 5, and that urbanization of this area would undermine significant areas of farmland, in conflict with Goal 5.” (con)
-Gerald Grossnickel, Old Germantown Neighborhood Committee on Metro 2040

“Very recently the UGB was delineated in its current position to protect an SEC-w (Significant Environmental Concern - wildlife).” (con)
-Steven & Mary Lourdes Young

“We just are not set up for the kind of traffic and crime problems that large-scale population growth would create.” (con)
-Amy Segel

Current large-lot rural zoning patterns and SEC regulations provide protection to the wildlife, watershed and scenic values of the area, whereas urbanization would endanger the watershed, drive out wildlife, destroy the corridor, and permanently degrade the scenic character of the land.” (con)
-petition

“Expanding growth in this area without setting aside land AND building new schools first will make raising children in this area difficult, and will lower the quality of life for the present and future residents of the area.” (con)
-Ronald Wanzenried

“The existing roads are clearly inadequate to support this additional traffic; the intersection of Cornell and Murray has one of the highest accident rates in the country.” (con)
-Frederick W. Britt

"With the current rate of growth and development process, Tualatin Hills Park and Rec. will never be able to plan for or fund parks in this area. There will be no land left." (con)
-CPO-7 of Washington County

"Creating an urban reserve will simply intensify the pressure to expand the UGB at that point, because from a developmental perspective, it is easier and more profitable to do large-scale developments on farmer farm land than it is to do infill developments in neighborhoods." (con)
-David P. Miller

Sherwood

Hill property located at the Northwest corner of Elwert and Haide Roads, owners would like to have their property included in study area. (pro)
-Fred M. Granum, representing William & Margaret Hill (18)

"...urban services, including schools, already sized and provided for the area..." (pro)
-Roland Haertl, Haertl Development Company (201)

"...the Edy Road area; it has a lot of Wetlands and the properties are divided in small parcels which would make it very difficult and expensive to develop... owners are not all willing to sell which would make it almost impossible to plan streets and sewers in this area." (con)
-Robert A. Bailey (246)

"We are surrounded by industrial, our peaceful enjoyment of our property has been eroded."
"My bottom line desire is to get my property sold. I prefer to see the beauty of the trees and land preserved."
"Another favorable approach is to get my property included in the UGB and work with a responsible plan to develop the land in an aesthetic way that both allows some industrial use and preserves the majority of the trees." (pro)
-David Brush (284)

Supports Haertl's inclusion of property in the study area. (pro)
-Drake Busch, Director of Political Affairs, Home Builders Association of Metropolitan Portland (459)

"The area presently includes working farms with revenue producing crops, livestock and Christmas trees. These businesses employ people and produce income for the families involved. Also, nearly half of the proposed land includes unbuildable wetlands." (con)
-petition

"To service this area with sewers would require a massive sewer project which would involve running sewers easterly beyond the proposed study area." (con)

-Mark A. Norby (585)

"...Clackamas County divided this property into tow separate tax lots. This division has left us a useless parcel of land without road access." (pro)

-Keith & Linda Rungay (644)

"A good portion of this land presently being farmed and the community would be better served it were to remain as such."

"A good portion of it is considered as wetlands and could not be built upon in any event."

"Sherwood has experienced very rapid growth over a relatively short period of time and there needs to be a period where some services are allowed to catch up with this rapid growth." (con)

-Norman R. & Patricia A. Ottoman (658)

"The city of Sherwood is planning and/or already providing utility services adjacent to the area, sized to include service in this area."

"The school district plan includes this area."

-Roland Haertl, Haertl Consulting (725)

"All... facilities/services constitute logical extensions of the existing adjacent infrastructure and would be funded directly by the developer."

"The developer envisions a higher density, mixed-use transit oriented development clustered in the developable portions of the site while preserving the natural areas and riparian habitat within Chicken Creek as open spaces." (pro)

-Mark Dane, Project Planner, Alpha Engineering, Inc. (765)

"Lower income families are being priced out of the Portland Metro Housing Market. Locations such as this, where the land costs are less, provide an excellent opportunity for the need to be partially fulfilled." (pro)

-Al Benkendorf, Benkendorf Associates Corporation (804)

Supports the inclusion of his property in an URSA. (pro)

-William J. Hill (1006)

Would like to have his property included in an URSA. (pro)

-Douglas W. Leach (1007)

Kruger Road

They are agreeable to having their property included in an URSA. (pro)

-Donald W. & Betty A. Byers (1008)

Elwert & Kruger Roads

Would like to have his property included in an URSA. (pro)

-Romar Stein (1009)

"...owners are not all willing to sell which would make almost impossible to plan streets and sewers in this area." (con)

-Robert A. Bailey (1010)

"...avoid pockets of development which would surely occur in this area because of the multitude of owners..." (con)

-petition (1113)

"...more workable if the adjoining tax lot 206 (19.9 acres) at the intersection of Elwert Road/Kruger Road and Pacific Highway were included." (pro)

-Jon Bormet, City Manager, Sherwood (1198)

"The topography of the land is such that it readily lends itself to efficient land use housing development, it is bordered on the east and west by suitable roadways, and utility development could easily be feathered-in with that presently taking place in the immediately adjacent City of Sherwood." (pro)

-Harry T. Hall (1251)

"The site score well and in terms of accessibility, its potentially for high density residential development." (pro)

-Mark Dane, Project Planner, Alpha Engineering, Inc. (1253, 1265)

"...use of this site on an industrial basis would have no adverse impact on surrounding sites." (pro)

-Clark I. Balfour, representing David and Donnell Brush (1372)

Stafford Area

"It would make sense to include the Rosemont area in the UGB and fix the area roads at this time, rather than keep it the way it is and add more commuter traffic going through the area." (pro)

-Marilyn Brock

"In appearance, this area is rural. In practice, this area is of minimal agricultural value." (pro)

-Richard A. Stevens

"We would welcome the opportunity to work toward creating a desirable community, one that could offer affordable housing to families who wish to be close to schools and churches."

"...by incorporation our area that the transportation corridors, in particular the I-43, Stafford Rd. loop, and Rosemont Rd. through West Linn transportation loop, would enhance the overall mobility and traffic flow for the two cities mainly involved." (pro)

-Charles Hoff, Rosemont Property Owner's Association

"The property is designated exclusive farm use but the soil has low grade. The area is hilly and entirely unsuitable for effective farming." (pro)

-Robert A. Schram

"It doesn't make sense to re-zone distant productive farmland when this close-in area remains undeveloped (and mostly unfarmed)." (pro)

-Suzie & Larry Redfoot

"We were given EFU zoning designation years ago to keep the parcels large for future development. Even now we are told the area will be needed for development in the future. It would make more sense to develop the area now, as it will only become more expensive and difficult in the future."

"...the land could be much better utilized than it is at the present and that is could still be a pleasant viewshed for the area with planned greenspaces, walkways, and bikepaths that would enhance the community feeling instead of dividing the area as it is currently." (pro)

-Marilyn Brock

"While the expressed desires of constituents – both ordinary people and governments is important, they should not be dispositive. What must be dispositive is how well a given area will solve growth needs of the Metro region." (pro)

-Wendie L. Kellington, representing the Halton Company

"...this area should be included because of the close in location, topography, and close proximity of existing utilities and services." (pro)

-John H. O'Neill

"...within 150 feet of all urban services..."

"...within 7 minutes of I-205 and less than 3 minutes from the new shopping center to be built on Rosemont Road." (pro)

-Tom Cardoso, Cruz Development, Inc.

"Those few people speaking in favor of this area being urbanized all have financial gain as their sole motivation."

"The cost, both financial and in quality of life are extraordinary." (con)

-Greg & Linda Heinrichs

"I have watched Stafford Road turn from a barely traveled two lane country road into a death defying super highway."

"I don't know how many of us could begin to pay for all the new and upgraded services that would be required if we are to be designated as an Urban Reserve Area." (con)

-Carol Reinmiller

"The citizens of West Linn, Lake Oswego, and Tualatin should not be expected to foot the bill for development projects that could bring landowners, contractors, realtors, and bankers millions of dollars of profits while the quality of life that we sought in moving here is being destroyed." (con)

-Gregory & Rebecca Smith

"...the impact of storm sewers and chemical pollution on the fragile Tualatin river watershed would be devastating, and would reverse all of the gains which have been made with the clean-up of the Tualatin river." (con)

-Thomas A. Blakely

"...the Stafford area should not be brought into the UGB because the infrastructure is not adequate to support the growth." (con)

-John W. Thompson

"I support a compact urban form with separation of green and open spaces between cities. This creates distinctive communities – not a megalopolis." (con)

-Lynora Saunders

"Most of the people in Lake Oswego and West Linn commute to jobs in other areas. This makes for a worsening commute problem that will become a nightmare with the addition of the Stafford area to the UGB." (con)

-Greg & Linda Heinrichs

"...we are not convinced that the urban growth boundary needs to be expanded at all." (con)

-Eric H. Carlson, Secretary, Halliman Heights Neighborhood Association

"We need to maintain these areas to maintain our quality of life." (con)

-Susan Nicholson

"...Metro's own staff is still very uncertain of how much developable and redevelopable lands remains within the present UGB and how long they can provide the UGB at unpromoted and unsubsidized growth rates." (con)

-Robert J. Thomas

Tigard / King City

"This property is a prime candidate for inclusion within the Urban Reserve area considering the proximity of this property to the current Urban Growth Boundary, the significant urban development occurring in the immediate vicinity, and the availability of urban services." (pro)
-Lisa M. Graham (57)

"Urban service are readily available to the property and the property is of a relatively small size, making it unfeasible to conduct farming practices." (pro)
-Lisa M. Graham (369)

"The large tract of land in the center, 39 acres, is designated as class 1 farm land. Class 1 farm land is the least suited for urbanization and should be avoided at all costs." (con)
-Michael J. Meyer (1119)

Would like to have his property included in an URSA. (pro)
-Derek L. Brown (1200)

Is against any area around their property being included in an URSA. (con)
-Gregg & Amber Russell (1210)

Recommendations for URSA's.

-James N.P. Hendryx, Community Development Director, Tigard (1213)

Beef Bend Road, West of King City

"...justify with a law that would double our property taxes and force us to move out, so a developer can come in here to build more houses and make lots of money."

"...before you allow any more home to be built along this road, you ask the county to improve the road to make it safer for the increased traffic." (con)

-Richard C. Brown (1214)

"...King City can *never be an active area of future growth* of Portland..." (con)

-Jack Polans (1364)

Bull Mtn., Tigard

“My biggest concern is that the beauty of this mountain will be completely ruined by further development.”

“...homes crammed together, narrow roads that make travel unsafe, long lines of autos trying to get off the mountain, and overcrowded schools.”

“There is little economic opportunity here on the mountain - there are no “economic activity centers” found on the outskirts of our farming community.”

“A high density development would translate to more cars on the road - adding to congestion, and making the roads further unsafe for cyclists, pedestrians, and equestrians.” (con)

-Jane Terry & Family

“The location of this property is experiencing significant growth, and all of the urban services are available to accommodate urban development of the property.” (pro)

-Lisa M. Graham, representing Jean Stanley

Tualatin / Grahams Ferry Road Area

Tooze & Grahams Ferry Roads

Supports inclusion of area in URSA. (pro)

-Marla Rumpf (71)

Helenius Road

“...location adjacent to developable land and SW Helenius Road and SW Grahams Ferry Road, which are major transportation arterials...”

“Proximity to major arterial roads in the area will enable extension of such services to occur to the Property without long delay.” (pro)

-Robert D. Van Brocklin (478)

Would like properties included in study area. (pro)

-Robert D. Van Brocklin, representing Matrix Development (576)

Tualatin Valley Highway, SW 209

“Because the property is not designated as EFU land, it has less potential for agricultural productivity...” (pro)

-Ball, Janick & Novak, representing Joe Hanauer (609)

“Our primary concern is the negative effect on the proposed road corridor from I-5 to Highway 99W...” (con)

-Lou Ogelen, Mayor, City of Tualatin (1098)

"Proximity to major arterial roads in the area will enable extension of any services not currently available to the property." (pro)

-Steven W. Abel (1550)

Wilsonville

"Such things as existing patterns of parcelization, existing levels of development, and difficulty in providing transportation systems or other services can be expected to limit the amount of redevelopment activity which takes place in these areas."

Area 1: Northwest of Wilsonville, the Graham's Ferry and Day Roads vicinity

"We are especially concerned about the potential for ground water contamination in that area because of lack of public sewers." (pro)

Area 2: Coffee Lake, Northeast and East of Dammasch State Hospital

"By including the extension of Boeckman Road in the Urban Reserve the City will eventually be able to construct that road, rather than waiting for Clackamas County to do so." (pro)

"...Coffee Lake provides a continuous open space resource that connects the Wilsonville, Tualatin and Sherwood communities and provides an excellent natural demarcation of urban growth for the southwest corner of the Portland region." (con)

Area 3: North and West of Dammasch State Hospital

"This makes a logical extension that follows natural land forms and has the advantage of including properties on both sides of the road (which will help when urban services are extended to the area)." (pro)

Area 4: 250 acres of the Wilsonville Tract and South of Wilsonville Road

Area 5: North of Boeckman Road, East of Boeckman Creek, and East of Wilsonville

"We recommend that the Boeckman Creek drainage along the western edge of area 5 also be included because the City will need to care for this open space area over time." (pro)

-Wayne C. Sorensen, Planning Director, City of Wilsonville (9)

Changes in recommendations for reserve areas.

-Stephen A. Lashbrock, AICP, Planning Director, Wilsonville (126)

Ridder Road

"...our desire to have the UGB moved so that we no longer have our property divided as it currently is." (pro)

-Wayne Metcalfe, President, Oregon Glass (149)

Wilsonville Road

"The terrain is gentle slope and can be served by adjoining utilities. The proximity to the Dammasch property and the Middle School would tend to indicate this property to be a valuable resource for Wilsonville housing." (pro)

-Ronald E. Dyches (245)

Would like to have his property included in URSA.

-Greg Sorbets (282)

"...this area could provide needed housing in the future and that sewers and water could be provided by the City of Wilsonville because of the topography of the land." (pro)

-Greg Sorbets (384)

Would like all of their property included, not just a portion of it, in the study area. (pro)

-Bob Hartford & Bob Bobosky (434)

Would like to have his property included in an URSA. (pro)

-Gordon C. Kellogg (502)

Requesting properties to be included in study area. (pro)

-Robert D. Van Brocklin, representing Laurin & Maureen Larsen (563)

Dammasch Site

"...an opportunity to alleviate some of the existing and future traffic problems plus mitigate current problems with this area related to the public health hazards from septic leach field failures and water supply issues." (pro)

-Andrew Bryant (829)

Frog Pond Lane

"Wilsonville needs to solve the problems it has already encountered from our current unacceptable growth rate. We need to stop expending energy on trying to change the boundaries and focus on solutions for the boundaries in place." (con)

-Colleen George (891)

Grahams Ferry Road

"The Wilsonville area is a rapidly developing metropolis which requires additional land for housing and commercial and recreational use." (pro)

-Jean D. Taylor (930)

Would like to have their property included in an URSA. (pro)

-Laurin & Maureen Larsen (1025)

Would like their property included in an URSA. (pro)

-Robert D. Van Brocklin, representing Bob Hartford & Bob Bobosky (1035)

Would like their property included in an URSA. (pro)

-Robert D. Van Brocklin, representing Laurin & Maureen Larsen (1039)

Would like his property included in an URSA. (pro)

-Gordon C. Kellogg (1219)

"...major growth changes have occurred, creating justification for re-zoning reconsiderations that should have occurred some time ago." (pro)

-Laurin & Maureen Larsen (1386)

Would like their property included in an URSA. (pro)

-Michael C. Robinson, representing Bob Hartford & Bob Bobosky (1521)

Comments on specific URSA's.

-Wayne C. Sorensen, Planning Director, Wilsonville (1527)

Would like to have their property included in an URSA. (pro)

-Michael C. Robinson, representing Bob Hartford & Bob Bobosky (1554)

"The Wilsonville residents are not only concerned about the cost of supporting additional services for additional UGB land, they are worried about *where their water will come from?* It disturbs me greatly that Wilsonville residents will be drinking their water from the polluted Willamette while others are just concerned about costs." (con)

-Susan Clark Cassidy

Appendix F

State Urban Reserve Rule

DIVISION 21

URBAN RESERVE AREAS

Purpose

660-21-000 This division authorizes planning for areas outside urban growth boundaries to be reserved for eventual inclusion in an urban growth boundary and to be protected from patterns of development which would impede urbanization.

Definitions

660-21-010 For purposes of this division, the definitions contained in ORS 197.015 and the Statewide Planning Goals (OAR 660, Division 15) apply. In addition, the following definitions apply:

- (1) "Urban reserve area": Lands outside of an urban growth boundary identified as highest priority for inclusion in the urban growth boundary when additional urbanizable land is needed in accordance with the requirements of Goal 14.
- (2) "Resource land": Land subject to the Statewide Planning Goals listed in OAR 660-04-010(1)(a) through (f), except subsection (c).
- (3) "Nonresource land": Land not subject to the Statewide Planning Goals listed in OAR 660-04-010(1)(a) through (f) except subsection (c). Nothing in this definition is meant to imply that other goals, particularly Goal 5, do not apply to nonresource land.
- (4) "Exception areas": Rural lands for which an exception to Statewide Planning Goals 3 and 4, as defined in OAR 660-04-005(1), has been acknowledged.
- (5) "Developable land": Land that is not severely constrained by natural hazards, nor designated or zoned to protect natural resources, and is either entirely vacant or has a portion of its area unoccupied by structures or roads.
- (6) "Adjacent": Lands either abutting or at least partially within a quarter of a mile of an urban growth boundary.

Authority to Establish Urban Reserve Areas

660-21-020 Cities and counties cooperatively, and the Metropolitan Service District for the Portland Metropolitan area urban growth boundary, are authorized to designate urban reserve areas under the requirements of this rule, in coordination with special districts listed in OAR 660-21-050(2) and other affected local governments, including neighboring cities within two miles of the urban growth boundary. Where urban reserve areas are adopted or amended, they shall be shown on all applicable comprehensive plan and zoning maps, and plan policies and land use regulations shall be adopted to guide

the management of these areas in accordance with the requirements of this division:

Determination of Urban Reserve Areas

660-21-030 (1) Urban reserve areas shall include an amount of land estimated to be at least a 10-year supply and no more than a 30-year supply of developable land beyond the time frame used to establish the urban growth boundary, except for the Portland Metropolitan area urban growth boundary, where the urban reserve area shall include an amount of land estimated to be a 30-year supply.

(2) Inclusion of land within an urban reserve area shall be based upon factors 3 through 7 of Goal 14 and the criteria for exceptions in Goal 2 and ORS 197.732. Cities and counties cooperatively, and the Metropolitan Service District for the Portland Metropolitan area urban growth boundary, shall first study lands adjacent to the urban growth boundary for suitability for inclusion within urban reserve areas, as measured by factors 3 through 7 of Goal 14 and by the requirements of OAR 660-04-010. Local governments shall then designate for inclusion within urban reserve areas those suitable lands which satisfy the priorities in subsection (3) of this Section.

(3) Land found suitable for an urban reserve may be included within an urban reserve area only according to the following priorities:

(a) First priority goes to lands adjacent to an urban growth boundary which are identified in an acknowledged comprehensive plan as exception areas or nonresource land. First priority may include resource land that is completely surrounded by exception areas unless these are high value crop areas as defined in Goal 8 or prime or unique agricultural lands as defined by the United States Department of Agriculture;

(b) If land of higher priority is inadequate to accommodate the amount of land estimated in subsection (1), second priority goes to land designated as marginal land pursuant to ORS 197.247;

(c) If land of higher priority is inadequate to accommodate the amount of land estimated in subsection (1), third priority goes to land designated as secondary if such category is defined by Land Conservation and Development Commission rule or by the legislature;

(d) If land of higher priority is inadequate to accommodate the amount of land estimated in subsection (1), fourth priority goes to land designated in an acknowledged comprehensive plan for agriculture or forestry, or both. Higher priority shall be given to land of lower capability as measured by the capability classification system or by cubic foot site class, whichever is appropriate for the current use.

(4) Land of lower priority under section (3) of this rule may be included if land of higher priority is found to be inadequate to accommodate the amount of land estimated in subsection (1) for one or more of the following reasons:

(a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands; or

(b) Future urban services could not reasonably be provided to the higher priority area due to topographical or other physical constraints; or

(c) Maximum efficiency of land uses within a proposed urban reserve area requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.

(5) Findings and conclusions concerning the results of the above consideration shall be included in the comprehensive plans of affected jurisdictions.

Urban Reserve Area Planning and Zoning

660-21-040 (1) Lands in the urban reserve area shall continue to be planned and zoned for rural uses, but in a manner that ensures a range of opportunities for the orderly, economic and efficient provision of urban services when these lands are included in the urban growth boundary.

(2) Urban reserve area land use regulations shall ensure that development and land divisions in exception areas and nonresource lands will not hinder the efficient transition to urban land uses, and the orderly and efficient provision of urban services in the future. These measures shall be adopted by the time the urban reserve area is designated, and may include:

(a) Prohibition on the creation of new parcels less than 10 acres;

(b) Requirements for clustering as a condition of approval of new parcels;

(c) Requirements for preplatting of future lots or parcels;

(d) Requirements for written waivers of remonstrance against annexation to a provider of sewer, water, or streets;

(e) Regulation of the siting of new development on existing lots for the purpose of ensuring the potential for future urban development and public facilities.

(3) For exception areas and nonresource lands in urban reserve areas, land use regulations shall prohibit zone amendments allowing more intensive uses, including higher residential density, than permitted by acknowledged zoning applied as of the date of establishment of the urban reserve area.

(4) Resource lands which are included in urban reserve areas shall continue to be planned and zoned under the requirements of applicable Statewide Planning Goals.

(5) Urban reserve area agreements consistent with applicable comprehensive plans and meeting the requirements of OAR 660-21-050 shall be adopted for urban reserve areas.

(6) Cities and counties are authorized to plan for the eventual provision of urban public facilities and services to urban reserve areas. However, this division is not intended to authorize urban levels of development or services in urban reserve areas prior to their inclusion in the urban growth boundary. This division also is not intended to prevent any planning for, installation of, or connection to public facilities or services in urban reserve areas consistent with acknowledged comprehensive plan and land use regulations.

Urban Reserve Area Agreements

660-21-050 Urban reserve area planning shall include urban reserve agreements between cities and counties and among cities, counties and special districts serving or projected to serve the designated urban reserve area. These agreements shall be adopted by each applicable jurisdiction and shall contain:

(1) Designation of the local government responsible for building code administration and land use regulation in the urban reserve area, both at the time of reserve designation and upon inclusion of these areas within the urban growth boundary.

(2) Designation of the local government or special district responsible for the following services: sewer, water, fire protection, parks, transportation and storm water. The agreement shall include maps indicating areas and levels of current rural service responsibility and areas projected for future urban service responsibility when included in the urban growth boundary.

(3) Terms and conditions under which service responsibility will be transferred or expanded, for areas where the provider of the service is expected to change over time.

(4) Procedures for notification and review of land use actions to ensure involvement by all affected local governments and special districts.

Urban Growth Boundary Expansion

660-21-060 (1) All lands within urban reserve areas established pursuant to this division shall be included within an urban growth boundary before inclusion of other lands, except where an identified need for a particular type of land cannot be met by lands within an established urban reserve area.

(2) The interim requirements of OAR 660-21-100 are not intended to prohibit urban growth boundary amendments meeting state and local requirements.

Adoption and Review of Urban Reserve Areas

660-21-070 (1) Designation and amendment of urban reserve areas shall follow the procedures in ORS 197.610 through 197.650.

(2) For purposes of review, a decision designating or amending an urban reserve area shall not be final until affected cities and counties, or the Metropolitan Service District and affected local governments for the Portland Metropolitan Area urban growth boundary, have adopted the following:

(a) Urban reserve area policies and related requirements in the comprehensive plan and land use regulations; and

(b) Appropriate amendments to comprehensive plan and zoning maps.

(3) Disputes between jurisdictions regarding urban reserve area boundaries, planning and regulation, or urban reserve agreements may be mediated by the Department or the Commission upon request by an affected local government or special district.

Applicability

660-21-080 (1) The provisions of this rule are effective immediately upon filing with the Secretary of State.

(2) All local governments may designate urban reserve areas under the requirements of this division.

(3) Local governments with planning and zoning responsibility for lands in the vicinity of the following urban growth boundaries shall designate urban reserve areas in accordance with the requirements of this division: The Cities of Brookings, Grants Pass, Hood River, Medford, Newberg, and Sandy, and the Portland Metropolitan Service District for the Portland area urban growth boundary.

(4) Where the requirements of OAR 660-21-090(1) are not satisfied, and the director has not approved additional time under OAR 660-21-090(2), the following shall apply until the requirements of OAR 660-21-090(1) have been met, as authorized by ORS 197.646(3):

(a) No subdivisions or partitions shall be approved in exception areas and nonresource lands within two miles of the urban growth boundary.

(b) In addition, the Commission may review whether or not enforcement action under ORS 197.646(3) shall be initiated.

(5) Upon a finding by a county that a city listed in OAR 660-21-080(3) of this rule has failed to negotiate in good faith toward meeting the requirements of OAR 660-21-090(1)(a), the Commission may authorize the county to unilaterally adopt an urban reserve area for the applicable urban area.

(6) Jurisdictions not listed under OAR 660-21-080(3) with acknowledged plan and/or zone provisions that designate specific rural areas as priority for future inclusion in an urban growth boundary shall review and amend such provisions as necessary to ensure consistency with the requirements of this division as part of the evaluation required at the jurisdiction's next regularly scheduled periodic review.

Implementation Schedule

660-21-090 (1) Local governments listed in OAR 660-21-080(3) shall complete urban reserve area planning under the following schedule:

(a) Adopt final urban reserve area boundaries, including all mapping, planning, and land use regulation requirements specified in OAR 660-21-040 within 24 months from the effective date of this rule; and

(b) Adopt urban reserve area agreements meeting OAR 660-21-050 within one year from adoption of urban reserve areas.

(2) The Director may grant an extension to time lines under OAR 660-21-090(1)(a) or (b) if the Director determines that the local government has provided proof of good cause for failing to complete urban reserve requirements on time.

Interim Protection of Potential Reserve Areas

660-21-100 For local governments listed in OAR 660-21-080(3) the following requirements for land use decisions in all exception areas and nonresource lands within 2 miles of the urban growth boundary shall immediately apply. These requirements shall remain in effect until application of planning and land use regulations and acknowledgment of urban reserve areas meeting OAR 660-21-090(1)(a):

(1) Prohibit land use regulation or map amendments allowing higher residential density than allowed by acknowledged provisions in effect prior to the effective date of this rule; and

(2) Prohibit land use regulation or map amendments allowing commercial or industrial uses not allowed under acknowledged provisions in effect prior to the effective date of this rule, except that mineral and aggregate sites inventoried in the plan may be rezoned to authorize mining activities.

(3) For review of divisions on parcels currently 10 acres or larger, notify the department consistent with local notification requirements which must at minimum conform with the procedures of notice contained in ORS 215.402 - 215.428, ORS 227.162 --227.178, and ORS 197.763. In addition, local review of land divisions of parcels currently 10 acres or larger shall ensure that the proposed division will not allow development patterns which interfere with the timely, orderly and efficient transition from rural to urban uses, and the efficient expansion of urban areas in the future.

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