

GENSTAR*Bringing land to life***EXHIBIT**

Including St. Mary's (Site 55 and a portion of Site 54) in Metro's Urban Reserve

Testimony before Metro Council – Hillsboro listening post November 12, 1996

I am Doug Draper, general manager of Genstar Land Company Northwest. I appear here today in support of including the 460-acre St. Mary's property near Hillsboro in Metro's urban reserve.

I will deal with three questions in my testimony today:

- *Where is additional housing needed within the region?*
- *What land is best positioned to meet this need, while helping to avoid urban sprawl and reducing vehicle miles travelled?*
- *Can a case be made for reserving this well-situated land, even if it is farmland, under Metro's urban growth objectives and the state's urban reserve rule?*

Where is additional housing needed?

The City of Hillsboro is one of the fastest growing areas in our metropolitan region. Data updated to 1996 indicates Hillsboro has:

- Approved development of 5.7 million square feet of industrial and commercial building space in the last 26 months.
- Issued 2,000 building permits for new single-family and multifamily dwelling units in each of the last two years – and expects to equal that level again this year. At this rate of build-out, Hillsboro will reach its 2017 Functional Plan target in 5.4 years.
- Estimated it will have 58,000 jobs by 2017. Hillsboro now has 41,000 jobs. State economists project the high technology industry, which is centered in Washington County in and around Hillsboro, will add 15,000 new jobs by 2001. That doesn't count jobs created in secondary industry that supplies goods and services to high tech firms.

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More housing will be needed in Hillsboro to accommodate the workers and families in expanding industry. If that housing doesn't exist – or isn't affordable – people will be forced to live elsewhere and commute to Hillsboro, adding to traffic congestion and increasing vehicle miles travelled within the region.

As the City has graphically shown, it is running out of room and won't have land particularly for new single-family homes. The urban reserve recommendation before you provides for virtually no additional land in Hillsboro to accommodate housing in the next 50 years. We submit respectfully that is unrealistic and untenable.

What land is best positioned to meet this need?

We suggest that the St. Mary's property – which is flat, large, easy to develop, capable of being masterplanned into a 2040 community, efficient to serve with urban utilities and accessible to public transportation – is one of the best-situated sites to meet this pressing need for additional housing in Hillsboro, if not the entire region.

There simply aren't any 460-acre tracts of flat, undeveloped land, under a single ownership, adjacent to sewer and water lines, along a major transportation corridor with existing urban-level transit service, located anywhere in the region.

In addition, St. Mary's is next to a major computer chip manufacturing facility and industrial park and is connected by 219th/216th to the heart of the Silicon Forest where much of the industrial expansion in Hillsboro is occurring. Located along Tualatin Valley Highway, St. Mary's is connected to regional centers in Beaverton and Hillsboro with car, bus and bicycle access. It also is connected by an arterial to the town center at 185th and Farmington Road.

Smart growth opportunity

St. Mary's is not only well-situated; it is also well-positioned to meet our urban growth containment and community livability objectives.

- Because St. Mary's is large, it can be masterplanned as a 2040 community to provide for a well-designed mix of uses, including a range of single-family and multi-family housing options. It also can accommodate more than 4,000 dwelling units.

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- Because the site is flat and relatively easy and efficient to develop, St. Mary's offers the potential for including more affordable housing units. Unlike light rail transit station areas where land prices have skyrocketed, our basic cost structure is more conducive to building a range of housing, including affordable units.
- Because St. Mary's is served by existing public transportation (Line 57, which Tri-Met says is one of its most productive, well-used bus routes), the site can be designed without undue space for large garages and wide streets because people who live there can avoid owning a second or third car.
- Because we have the luxury of masterplanning a community, we can design that community with a school and greenspace at its center.

These advantages translate into a smart growth opportunity for our region. We can put housing close to existing and new jobs, giving people options other than driving their car all the way across town. We can create a community within a community with a school and park areas within walking distance. We can create a true 2040 community.

These are goals and values that Genstar is committed to and is experienced in turning into realities on the ground.

Can the case be made to add St. Mary's to the urban reserve?

The answer is **yes**.

A more definitive examination of the legal issues regarding the urban reserve rule is attached. Let me summarize the case:

- The urban reserve rule requires a jurisdiction to identify lands suitable for urban expansion, then evaluate those lands according to the five factors included in the rule. There is no legal requirement to treat the factors in any particular way, nor to subordinate some of the factors under one factor.
- Under Metro's adopted and acknowledged RUGGOs, you have flexibility to consider location and situational factors in making a set of smart growth decisions.

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- There is a **special need** for land to accommodate additional housing in close proximity to existing and future jobs and accessible with non-auto transportation alternatives to reduce long commutes and VMT.
- St. Mary's is virtually **surrounded by urban uses**.. It is literally bounded on three sides by the existing urban growth boundary. Much of the land immediately to the south of St. Mary's has been parcelized into small - acreage home sites. A new gold course under construction is located to the southwest of the site. St. Mary's is not connected to any farming corridor or to other farming uses. The nearest farmland is a defunct nursery.
- Under House 2709, St. Mary's would be subject to a **school site analysis** if added to the urban growth boundary. In anticipation of that, we already have met with Hillsboro school officials and offered to include a site for one, and perhaps two, schools in our 2040 community masterplan. In turn, Hillsboro School District has formally requested Metro place our sites in urban reserve.
- We have discussed **transportation planning opportunities** with Hillsboro, Washington County, the Oregon Department of Transportation and Tri-Met. We have agreed to work with state and local officials on a potential extension of 219th south, connecting with 209th. We also have agreed to work with Tri-Met to take fullest advantage of transit-oriented development opportunities on this site.
- We have **committed to masterplanning** the St. Mary's site in collaboration with Hillsboro and Metro.

We believe the need exists to add St. Mary's to the urban reserve to help meet the growing demand for housing nearby rapidly expanding industry. We believe St. Mary's affords one of the best opportunities in the entire region to incorporate well-designed housing units with schools, transportation and greenspaces. We believe urban uses surrounding St. Mary's will compromise the ability to continue to farm this parcel. We believe it is unrealistic to expect we won't need St. Mary's for urban use in the next 50 years. We believe St. Mary's represents a great chance to show what smart growth can accomplish. We believe there is no legal impediment to including St. Mary's in Metro's urban reserve. Therefore, we ask that **St. Mary's be added to the urban reserve.**

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The Site

- 463 acres of flat, undeveloped land
- Bordered by Urban Growth Boundary on three sides
- Extends along Tualatin Valley Highway from 209th to 229th near Hillsboro
- Sites 54 & 55 rated by KCM as the 6th and 7th best study area sites for utility, water and sewer line compatibility
- Owned by Sisters of St. Mary's; under option by Genstar Land Company Northwest

The Surroundings

- To the east, a large semiconductor manufacturing facility, fire and rescue station and several multifamily dwellings; to the north, a major transportation artery connecting Beaverton and Hillsboro; to the west, an industrial center and new golf course; and, to the south, parcelized home sites from 3 to 10 acres
- Close to existing and expanding employment centers in Hillsboro and Sunset Corridor
- Served by Tri-Met's Line 57 (one of the most productive routes in the entire region)
- Next door to Intel's Aloha campus which is undergoing \$705 million industrial expansion

The Potential as a 2040 Community

- Mixedused, master-planned community
- High-density housing, including affordable units
- Transit-oriented commercial and residential development
- Centrally located school requested by Hillsboro School District
- Neighborhood design that includes open spaces, bikeways and walkways
- Genstar Land Company Northwest is a subsidiary of Genstar which has experience in developing large masterplanned communities which are called for in the Region 2040 plan

**O'DONNELL RAMIS CREW
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**TELEPHONE: (503) 323-4402
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DATE: October 8, 1996
TO: Metro Growth Management Committee
FROM: Jeff H. Bachrach on behalf of Sisters of St. Mary and Genstar Land Company Northwest
RE: Legal Basis for Urban Reserve Designation

Urban Reserve Proposal: A 460 acre site in the southwest quadrant of T.V. Highway and 209th Avenue. The site is within the eastern portion of Metro URSA 55 and the northern portion of URSA 54.

Proponents: Sisters of St. Mary (property owner), Genstar Land Company Northwest (proposed developer), and the City of Hillsboro.¹

Surrounding Uses: The existing UGB borders the site on the north, east and a portion of the west. Exception lands and small-lot homesites form the rest of the site's western and southern borders. There are no active farm uses in the immediate vicinity.

LEGAL ANALYSIS

The St. Mary site can be designated as urban reserve consistent with the legal requirements of OAR 660-21-030 (the "urban reserve rule") and the state and Metro policies that are supposed to guide the Metro Council's deliberations. The approach outlined in this memorandum implements the urban reserve rule and the relevant policies more thoroughly than does the computer modeling approach used by the Executive Officer to make his recommendations.²

¹ Hillsboro has stated that it believes all of the areas it previously proposed as urban reserves should be so designated. It has further stated that the Sisters of St. Mary property is one of its two top priority sites. The city believes that it is logical to include the remainder of URSA 55 as part of the urban reserve encompassing the St. Mary property.

² This memorandum and the supporting evidence are directed toward justifying the designation of the St. Mary property, standing alone, as urban reserve. The Sisters of St. Mary and Genstar have no objection to Hillsboro's position, as stated above, that it is logical (although not legally required) to include all of URSA 55 as urban reserve along with the St. Mary property.

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1. Executive Officer's Approach.

The Executive Officer's recommendations are based on a formulaic system staff developed to analyze the five Goal 14 factors and then come up with a score for each of the 72 URSAs. As might be expected, because staff was reviewing approximately 23,000 acres containing hundreds of parcels of land scattered throughout the three counties, the standardized analysis used for every site was both superficial and rigid. It lacked the flexibility to take into account the different circumstances, land needs and updated data for the various subareas throughout the region.

Moreover, as staff was conducting its analysis, it discouraged property owners from submitting site specific information. As a result, the evidence the proponents will be submitting to support the St. Mary site is far more accurate, up-to-date, and subarea specific than the evidence relied upon by the Executive Officer.

In addition to the inadequacy of the evidence, there are a number of other legal flaws or gaps in the mechanistic approach to the Goal 14 factors used by the Executive Officer. A further and perhaps most serious flaw was his failure to apply the second part of the urban reserve rule, which requires Metro to prioritize those sites found to be suitable based on the Goal 14 analysis. He did not analyze whether any sites zoned for farm or forest uses should nonetheless be urban reserves because they qualify under the "special needs" exception or one of the other two exceptions to the priority ranking. The Executive Officer conceded that he skipped over the analysis called for in the second part of the urban reserve rule.

When the various legal, policy and evidentiary gaps in the Executive Officer's analysis are filled in, there emerges a compelling case, as a matter of policy and law, for including the St. Mary property as urban reserve.

2. Goal 14 Suitability Factors.

Factors 3-7 of Goal 14 are intended to address whether a particular site is well-suited to transition from rural to urban status. Summarized below are some of the problems with the Executive Officer's suitability analysis, and evidence about the St. Mary's site and Hillsboro's land needs that was not considered by the Executive Officer.

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a. Improper balancing. The Executive Officer gave equal weight to each of the five Goal 14 factors. Neither the urban reserve rule nor Goal 14 calls for such a rigid application. Indeed, such an application seems contrary to the intent of Goal 14; the various factors are typically viewed and applied as interrelated policy considerations that decisionmakers are expected to weigh and balance, not simply plug into a mathematical calculation.

For example, Factor 3 is traditionally considered one of the higher priority factors. It concerns the orderly and economic provision of public facilities and services. The Executive Officer analyzed the issue based on four subfactors: utility feasibility (which encompassed water, sanitary and storm water); existing road network; traffic congestion and capacity; and, school facilities. Based on the Executive Officer's scoring system, those four subfactors, taken together, are given roughly the same weight as a site's soil composition.

b. Overemphasizing farmland protection. Staff developed 11 factors and subfactors for its analysis of the Goal 14 suitability criteria. The Executive Officer chose as a matter of policy, not law, to weigh the scoring system so that the two factors (soil type and the presence of active farm uses in the vicinity) dealing with the preservation of farmland were accorded 40% of the points. When the Metro Council makes its determination as to which URSAs are most suitable for urban development, it will be within its policy and legal discretion to assign higher priorities to different factors.

c. No explanation or evidence. The background data staff released to explain its formula and scoring system provide very little evidence or explanation as to why a study area was given a certain score on a particular factor. Some examples of where the score assigned to St. Mary's property is either contrary to the evidence or else fails to recognize specific site attributes are noted below:

- 4 Factor 4 of Goal 14 seeks to achieve maximum efficiency of land uses within and on the edge of the UGB; it is traditionally a factor that is afforded high priority. The essential consideration is how much density can be achieved. The evidence shows that greater overall density, as well as density per net developable acre, can be achieved on the St. Mary property than on any other URSA in Washington County, and probably in the entire region as well. Yet staff gave the site a relatively low score on this important factor.

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- ◀ Staff gave the St. Mary property a low score on Factor 7, which asks whether development of the site would be compatible "with nearby agricultural activities." The property should receive a top score on this factor because it is well-buffered from the nearest active farm use. The property is bordered on two sides (north and east) and a portion of a third side (west) by the existing UGB. The remainder of the site is bordered by exception land and other highly parcelized non-farm sites. Beyond those sites is a golf course and a large overgrown, inactive nursery. There are no existing or potential "nearby agricultural activities" with which urban development on the property would conflict.
- ◀ A low score was given to the site based on staff's "road network" subfactor. Since the site is next to a principle regional arterial (T.V. Highway) and a north-south arterial (Cornelius Pass/219th), the low score was presumably based on the absence of a local road network. Because of the size of the St. Mary's property, and because it will be developed by one owner as a master-planned community, the developer will have to build, at its cost, the local road network necessary to serve the project and the surrounding vicinity. Thus, in terms of the efficiency and affordability of providing an adequate road network, which is what Goal 14 is seeking to determine, the St. Mary site should receive a high score.

d. The missing factors. The Executive Officer failed to consider a number of factors that are part of the Goal 14 suitability analysis. When these missing factors are added to the analysis, the suitability of the St. Mary property for urban development becomes clear. Some of the factors not considered include:

- ◀ Goal 14 Planning Guideline A.2 states: "The size of the parcels ... converted to urban land should be of adequate dimensions so as to maximize the utility of the land resources and enable the logical and efficient extension of services to such parcels." The size, topography, and accessibility to urban services and uses, plus the fact that it is controlled by a single owner, makes St. Mary's a uniquely well-suited urban reserve site in contrast to virtually every other west side URSA.

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- ◀ Goal 14 also is intended to ensure the "availability of sufficient land for the various uses to ensure choices in the marketplace." Again, because of the site's large size and easily developed topography, the estimated 4,000 housing units that can be developed will include a variety of housing types and price ranges.
- ◀ Compatibility with adjacent uses is another Goal 14 consideration (see, OAR 660-04-010(1)(c)(B)) that the Executive Officer ignored, but which provides further support for the St. Mary property. Development of the site would not only be compatible with adjacent urban uses, it would enhance the public and private investment in those existing uses. Those uses include the Rock Creek sewer treatment facility, the bus line along T.V. Highway, the Tualatin Valley Fire and Rescue station and administrative offices and Intel's Aloha facility.
- ◀ The Executive Officer's scoring system afforded little or no points for factors that focus on creating the "independent and self-contained 2040 communities" envisioned by the RUGGOs and 2040 Growth Concept. Integral to that goal is achieving a better balance between jobs and housing so as to limit interregional commutes and lower VMTs. The importance of jobs and housing in assessing the suitability of sites for the urban reserve designation is expressly called for in RUGGO 22.3.2, yet that objective is never cited by the Executive Officer. A mixed-use master-planned community on the St. Mary property, within walking and bike distance of both a major employer and transit line, would be supportive of and implement those policies.

3. Special Needs Exception.

As a matter of policy and law, under Goal 14 and related standards, the St. Mary property can qualify as suitable for the urban reserve designation. The next step in the analysis required by the urban reserve rule is to determine whether the property, despite its EFU zoning, can qualify as urban reserve under the "special needs" exception to the rule's priority ranking, which puts a lower priority on sites with EFU and other resource designations. Metro has emphasized the importance of reviewing the lower priority sites under the exception criteria by

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adopting RUGGO 22.3.2, which provides: "Lands of lower priority in the LCDC rule priorities may be included in urban reserves if specific types of land needs cannot be reasonably accommodated on higher priority lands ... such as land needed to bring jobs and housing into closer proximity to each other."

In making his recommendations, the Executive Officer ignored that RUGGO and the policy it is intended to implement. Without providing any supporting analysis or evidence, the Executive Officer stated that "there clearly are many reasonable alternatives to the use of protected farm and forest land. Therefore, the Executive Officer is recommending only those lands that are defined as 'first priority' in the State's Urban Reserve Rule."

In rejecting Hillsboro's request that a number of sites around the city, including EFU land, be included as urban reserves, the Executive Officer simply stated, again, with no evidentiary support, that there is sufficient developable land in Washington County inside the UGB. To the contrary, the data submitted by the city shows an inadequate land supply and a compelling need for more urbanizable land. Housing and job growth during the past two years has far outstripped Metro's 1994 projections. The city has one of the largest and most successful industrial and employment centers in the region. A commensurate supply of residential land is needed to balance the city's strong industrial growth and projected demand. Achieving a geographic balance between jobs and housing in the Hillsboro area is the kind of special need that was anticipated by RUGGO 22.3.2.

Reducing VMTs is a primary planning goal of the RUGGOs, as well as of the state Transportation Planning Rule. Urban reserve sites capable of accommodating sufficient residential development in close enough proximity to Hillsboro to create a balance with the city's existing and projected job growth is a "specific type of identified land need" that could justify designating EFU land as urban reserve. There are no exception lands anywhere in the vicinity of greater Hillsboro that can reasonably accommodate the city's long term housing needs. More than any other URSA, the St. Mary property provides the opportunity to address Hillsboro's particular land needs with a development that can achieve so many of the 2040 Growth Concepts.

In response to the Executive Officer's recommendations, the proponents (including Hillsboro) have submitted ample evidence to justify designating the St. Mary property as urban reserve, pursuant to the exception for resource sites in the urban reserve rule (OAR 660-21-030(4)(a)) and RUGGO 22.3.2.

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4. Conclusion.

This memorandum has been submitted to the Growth Management Committee to provide a legal framework for its consideration of the testimony and supporting evidence provided by the proponents. The complete package will hopefully persuade the committee members that there is a sound evidentiary, policy and legal basis for including the St. Mary property as urban reserve. Indeed, in light of the proponents' submission, excluding the St. Mary site from the urban reserves would not stand as a legally sustainable decision based on the Executive Officer's justification.

JHB/kvw

jhh\gsa\lar\Metro.M01

EXHIBIT

Dave Vanasche
36130 NW Wren Road
Cornelius, Oregon 97113

December 10, 1996

Honorable Susan McLain, Chairperson and Members
Metro Growth Management Committee
600 NE Grand Avenue
Portland, Oregon 97232-2736

Subject: Non-Farm traffic conflicts with farm traffic and adjacent farm field operations within natural resource EFU zones in Western Washington County.

Dear Chairperson McLain and Committee Members:

One issue that may not have been brought directly to your attention during the Metro 2040 URSA process is the non-farm commuter traffic conflict being created in the EFU farm zones in Washington County. It is becoming increasingly difficult and in many cases almost impossible to transport farm equipment and agricultural products within the EFU farm zone. The growing problem is being created by increasing amounts of non-farm commuter traffic using roads in the EFU zone as alternatives to over crowded urban highways inside urban growth boundaries.

We live and farm north of Cornelius. Our home is on Wren Road and our farm shop headquarters is located on Susbauer Road. Four years ago Wren Road was a gravel road, which is designated as a rural resource road, and was used only by farmers and rural residents. Today it's an alternate north by-pass to the Tualatin Valley Highway for commuters from Cornelius, Forest Grove, Gaston and Yamhill County, who are working in the recently constructed north Hillsboro high tech industrial area.

The Susbauer Road commuter traffic in front of our farm shop headquarters is even worse because Susbauer Road is a major commuter route between Cornelius and the Sunset Highway. As this traffic increases our farm headquarters will be forced to cease operations of our Susbauer Road location and move to a location where slow moving farm equipment can safely enter and exit our farm shop headquarters. This will be an expensive move on our part because of the infrastructure that has been created at this site to operate a 2000 acre family farm.

We have lived on and operated farms in this area since 1896. Our concerns are for the safety of both our families and employee, both on and adjacent to these highways. We are at a point in time where we can no longer efficiently or safely operate in our own EFU zone because of a problem of which we have presently no control. Farm equipment accidents involving non-farm traffic is our insurance companies number 1 problem in Washington County. Tis problem is not limited to the area north of cornelius. This is a county-wide problem in the EFU zone.

Livability is also an important aspect of our rural neighborhood but impossible to maintain, with increasing volumes of 55 MPH and non-farm traffic traveling through-out the EFU zone.

The responsibility to this problem and liability belongs to those parties who are creating this intolerable situation, which includes the cities in Western Washington County, particularly Hillsboro since that's where the majority of urban growth is occurring and Metro because they are the government agency that may expand and create urban reserve which will allow this problem to continue to expand.

Before approval of any land for urban reserve in Western Washington County I ask that there be a impact study and a solution to the already existing non-farm traffic problem in the EFU zone and the traffic problems created by adding urban reserves. Your decisions pose safety, economic and livability hardship on our remaining renewable resource zones.

Please let me know how you plan to resolve this conflicting non-farm traffic problem in our EFU zones.

Sincerely



Dave Vanasche

cc: Mike Burton, Executive Director Metro
Jim Johnson, Oregon Department of Agriculture
Andy Duyck, Washington County Commission
Linda Peters, Washington County Commission
Mary Kyle McCurdy, 1000 Friends of Oregon

12-2-96

Hon. Susan McLain, Chairperson
& Members

EXHIBIT

Metro Growth Management Committee
600 NE Grand Ave
Portland, Oregon 9732-2736

RE: Proposed Urban Reserve Areas in
Western Washington County, Particularly
in the Hillsboro Area.

Dear Chairperson McLain and Committee
Members :

Thankyou for this opportunity to comment
on proposed Urban Reserve Areas being
considered by your committee; in particular
properties around the greater Hillsboro
Area.

As urbanization has rapidly increased in
Washington County over the last 30 years
the county's farmland base has dwindled.
In 1960 there were about 200,000 acres
of farmland in the county. Washington
County Ag Census data, from the U.S.

21

Bureau of Census, showed that 151,000 acres were farmland in 1982 and the most recent data from 1992, showed that 139,000 acres remained. More than 12,000 acres of farmland have been lost to urbanization over the past 14 years.

Washington County Agriculture is a locally owned and renewable resource industry that generated 184 million dollars of product sales in 1995 in Washington County. The agricultural service industry - equipment dealerships, agri-chemical and seed suppliers, animal feed dealers, fuel and oil suppliers and farm produce processors are all located in or around the greater Hillsboro area. This service industry serves west Multnomah, Clark, Columbia, Clatsop, Tillamook, and north Yamhill counties. Maintaining a stable farmland base is key to the survival of this service industry.

There is presently a growing shortage of farmland both for sale or lease in Washington County. The Hillsboro area claims they need more land for urban uses.

(6)

In the early 1980's the City of Hillsboro made the decision to bring large amounts of high-value farmland into their urban growth boundary. That large land base has been fueling Hillsboro's rapid high tech growth and yet most of those high tech sites are very under-developed and are being saved for future company expansion. Hillsboro has a lot of under-developed or redevelopable land. The K-Mart shopping center west of Hillsboro is vacant. These are not wise uses of a finite renewable resource land base.

The proposed 200 acres. at Shute & Evergreen Rd (Site # 62) and the St Mary's property (Site # 55 - easterly portion) are both predominately Class II soils, high value farmland and should not be designated Urban Reserve.

We must accept the fact that there is a shortage of farmland and developable land. Farmers have been and will continue to renew and intensify crop production

capabilities on a finite renewable
resource land base.

In a world of increasing food
& fiber shortages urban communities
must understand they cannot continue
to destroy Oregon's best high value
farmland, which feeds and clothes
them.

If we want sustainable, livable
urban and rural communities our
high value farmland base must
remain stable.

Sincerely

Dave Vanosoke

cc. Mike Burton

December 1996
36130 NW Wren Rd.
Cornelius, Oregon 97113
Phone: 648-1589

VANASCHE FARM

Owners: Dave Vanasche 48
Ellen Vanasche 48
Kari 13
Mark 10

Established: 1896 (Wunderlich)

Location: 3 miles North of Cornelius, Oregon

Principle Crops: Timothy Hay
Red Clover Hay and Silage
Crimson Clover Seed
Red Clover Seed 400 acres+

Grass Seed: Proprietary Turf Type Varieties
Certified Perennial Rye grass
Certified Tall Fescue 1200 acres+

White Wheat 400 acres+
2 Waterfowl Lakes 15 acres

Total acres farmed:-----2000 acres
530 Acres Vanasche Family Owned and the balance is leased from
25 farmland owners.

Field Drainage: Proper drainage is the key to efficient
crop production. Between 1983-1994 we
installed approximately 125,000 feet of
underground field drains and maintained
drainage ditches.

Lime and Dolomite: The use of lime or dolomite which occurs
naturally in the soil allows us to de-
crease our use of commercial chemicals
and fertilizers. 6000 tons of lime and
dolomite were applied between 1986 - 1996.

WASHINGTON COUNTY

1992 CENSUS OF AGRICULTURE

COUNTY SUMMARY HIGHLIGHTS

	[1992]	[1987]	[1982]
Farms (number)	1627	1724	1919
Land in farms (acres)	139820	150103	151188
Average size of farm (acres)	86	87	79
Est mkt val land & bldg@1 avg/farm (\$)	388474	259534	313414
Est mkt val land & bldg@1 avg/acre (\$)	4606	2861	3801
Est mkt val all mach@1 avg/farm (\$)	41159	32370	29373
Farms by size - 1 to 9 acres	493	409	482
Farms by size - 10 to 49 acres	667	741	834
Farms by size - 50 to 179 acres	303	383	410
Farms by size - 180 to 499 acres	110	128	133
Farms by size - 500 to 999 acres	36	41	46
Farms by size - 1,000 acres or more	18	22	14
Total cropland (farms)	1448	1573	1708
Total cropland (acres)	104793	112126	107684
Harvested cropland (farms)	1268	1372	1491
Harvested cropland (acres)	84825	81402	87612
Irrigated land (farms)	581	568	548
Irrigated land (acres)	22964	22194	19601
Mkt val of ag products sold (\$1,000)	127539	95867	71513
Mkt val of ag products sold avg/farm (\$)	78389	55607	37266
Mkt val crop, inc nurs&grnh crop(\$1,000)	111709	79347	52187
Mkt val lvestk, poultry, & prod (\$1,000)	15830	16520	19326
Farms by value of sales Less than \$2,500	674	670	860
Farms by value of sales \$2,500-\$4,999	220	295	301
Farms by value of sales \$5,000-\$9,999	187	205	190
Farms by value of sales \$10,000-\$24,999	185	204	188
Farms by value of sales \$25,000-\$49,999	98	98	135
Farms by value of sales \$50,000-\$99,999	81	89	84
Farms by value of sales \$100,000 or more	182	163	159
Total farm production expenses@1(\$1,000)	103643	69909	(NA)
Total farm production exp@1 avg/farm (\$)	63780	40551	(NA)
Net cash ret ag sales farm unit@1 (f)	1625	1724	(NA)
Net cash ret ag sls farm unit@1 (\$1,000)	24633	26691	(NA)
Net cash ret ag sales@1 avg per farm (\$)	15159	15482	(NA)
Operators by prin occupation-Farming	647	741	737
Operators by principal occupation-Other	980	983	1182
Operators by days worked off farm-Any	1012	1049	1264
Oper by days worked off farm >=200 days	695	741	919
Cattle and calves inventory (farms)	540	671	932
Cattle and calves inventory (number)	17060	18409	25073
Beef cows (farms)	353	442	607
Beef cows (number)	3303	3825	4586
Milk cows (farms)	56	70	136
Milk cows (number)	4615	5027	6783
Cattle and calves sold (farms)	445	605	769
Cattle and calves sold (number)	6759	8968	9277
Hogs and pigs inventory (farms)	66	62	128

OREGON STATE

1992 CENSUS OF AGRICULTURE

COUNTY SUMMARY HIGHLIGHTS

	[1992]	[1987]	[1982]
Farms (number)	31892	32014	34087
Land in farms (acres)	17609497	17809165	17739782
Average size of farm (acres)	552	556	520
Est mkt val land & bldg@1 avg/farm (\$)	370938	299755	371644
Est mkt val land & bldg@1 avg/acre (\$)	663	542	705
Est mkt val all mach@1 avg/farm (\$)	48223	37982	37044
Farms by size - 1 to 9 acres	6319	5476	5987
Farms by size - 10 to 49 acres	11235	11448	12415
Farms by size - 50 to 179 acres	6748	7219	7662
Farms by size - 180 to 499 acres	3390	3617	3906
Farms by size - 500 to 999 acres	1508	1560	1560
Farms by size - 1,000 acres or more	2692	2694	2557
Total cropland (farms)	26508	27318	29300
Total cropland (acres)	5037764	5236393	5237399
Harvested cropland (farms)	20743	21712	23719
Harvested cropland (acres)	2823972	2832663	3305714
Irrigated land (farms)	15002	14411	15334
Irrigated land (acres)	1622235	1648205	1807882
Mkt val of ag products sold (\$1,000)	2292973	1846067	1640590
Mkt val of ag products sold avg/farm (\$)	71898	57664	48129
Mkt val crop, inc nurs&grnh crop(\$1,000)	1452213	1048616	935456
Mkt val lvestk, poultry, & prod (\$1,000)	840760	797451	705134
Farms by value of sales Less than \$2,500	11490	11751	13511
Farms by value of sales \$2,500-\$4,999	4569	4785	4987
Farms by value of sales \$5,000-\$9,999	3734	3770	3776
Farms by value of sales \$10,000-\$24,999	3801	3697	3718
Farms by value of sales \$25,000-\$49,999	2183	2194	2248
Farms by value of sales \$50,000-\$99,999	1940	1972	2007
Farms by value of sales \$100,000 or more	4175	3845	3792
Total farm production expenses@1(\$1,000)	1881731	1535162	(NA)
Total farm production exp@1 avg/farm (\$)	59035	47948	(NA)
Net cash ret ag sales farm unit@1 (f)	31875	32017	(NA)
Net cash ret ag sls farm unit@1 (\$1,000)	398979	300742	(NA)
Net cash ret ag sales@1 avg per farm (\$)	12517	9393	(NA)
Operators by prin occupation-Farming	15306	15359	15542
Operators by principal occupation-Other	16586	16655	18545
Operators by days worked off farm-Any	18419	18897	21108
Oper by days worked off farm >=200 days	12089	12646	14112
Cattle and calves inventory (farms)	17088	17515	21811
Cattle and calves inventory (number)	1465444	1503625	1618005
Beef cows (farms)	13105	13369	16396
Beef cows (number)	629625	618857	656150
Milk cows (farms)	1541	1937	3289
Milk cows (number)	99035	95325	99134
Cattle and calves sold (farms)	15608	16812	19314
Cattle and calves sold (number)	899088	955484	955226
Hogs and pigs inventory (farms)	1669	1482	2500

EXHIBIT

December 9, 1996

Hon. Susan McClain, Chairperson and Committee Members
Metro Growth Management Committee
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Chairperson McClain and Committee Members:

We recognize that the City of Hillsboro has, and is continuing to experience growth, and that the supply of land available to residences and industry must increase to meet the growth needs of the city.

Hillsboro will experience in the next few years a decreasing supply of residential and industrial land especially for single-family and industrial development under the boundaries proposed in the Metro Urban Reserve Study Area (URSA).

We have observed that residential and industrial growth within the City of Hillsboro has left behind open and/or re-developable land within the Urban Growth Boundary (UGB), while the UGB area continues to expand.

We also recognize the dwindling farm land base, as urbanization increases. Washington County ag census data, from the US Bureau of Census, showed that 151,000 acres were in farmland in 1982. The most recent data, from 1992, showed that 139,000 acres remained. More than 12,000 acres of farmland have been lost to urbanization over the past 14 years.

Agriculture is a locally owned and renewable resource based industry that generated 184 million dollars of product sales in 1995 in Washington County. The agricultural service industry, equipment dealerships, agri-chemicals and seed suppliers, animal feed dealers, fuel and oil suppliers, and farm processors, all in or around Hillsboro, serve Multnomah, Clark, Columbia, Clatsop, Tillamook and north Yamhill counties.

Hillsboro is a regional center for numerous and diverse businesses and industries. The city's population is suffering from the current growth related problems, such as increased traffic, and an over burdened public safety system. Hillsboro's heritage is in agriculture and these open spaces that add to the livability and character of our city.

Due to the passage of Ballot Measure 47, we are concerned that Hillsboro will experience serious problems funding road improvements, building infrastructure, and providing essential services to any new expansion. There isn't any provision for funding these needs, and no plan to study funding alternatives, in the URSA proposal by the city of Hillsboro.

Therefore we oppose the current URSA proposal of City of Hillsboro that will expand residences and industry into the high value farmland around Hillsboro.

We recommend that the City of Hillsboro look to unused land inside of the UGB for residential and industrial expansion, rather than expand the UGB through the URSAs into high value farmland.

Respectfully submitted,

Concerned Citizens
32400 N. Wren Road
Hillsboro, OR 97124

Neil Kumbo
Marianne Buz
Denny Beaufort
R. Terry
Matt Bicknell
Arden Sheets
Sue Brewer
Marcelo Jimenez
John Cussem
Lloyd Barron

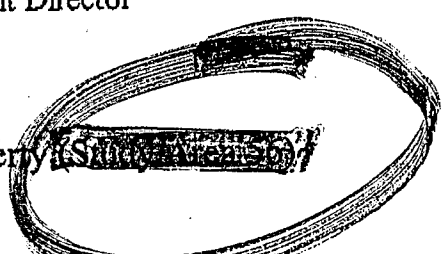
MEMORANDUM

EXHIBIT

TO: Susan McLain, Metro Councilor

FROM: Karl Mawson, Community Development Director

DATE: December 3, 1996

SUBJECT: Justification for the Zurcher Property  ~~(Sandy Area)~~

You have asked for the rationale for designating the Zurcher Property as Urban Reserve. Following are the reasons usually raised when this site is discussed.

1. The Site is Already Serviced In the Metro staff's evaluation this is not given the full number of points for infrastructure, yet all services are available. The Taylor Industrial Park was designed to include the Zurcher property, and services were planned and constructed in preparation to serve this area.

2. It Is Consistent To Have the Flood Plain Boundary Be the Future UGB The entire UGB along the southwest portion of Forest Grove is based on the Gales Creek Floodplain, except this area where it runs along a BPA easement. Land within the floodplain has slightly different soil characteristics and the 38 acres is better connected to the industrial area. This industrial area is the most separated from residential uses, eliminating some of the conflict existing in other parts of the community.

3. Higher Assessed Value/Quality of Life Forest Grove probably still has the unfortunate distinction of having the lowest assessed value per capita of any city within the Metro boundaries. The original UGB expansion request was based on this information and the fact that there were no more easily serviced industrial parcels ready for new development. This same situation exists today. The Taylor Industrial Park provided new industrial land for about a four year period, but almost all of that has been developed. (There are specific proposals for the land area remaining.)

4. Relationship to Regional and State Government Each community has its verbal history and Forest Grove's history includes a tight boundary with the explanation that it could always be expanded later. Although it is now recognized that expansion is very difficult due to the surrounding agricultural land, the public still believes that Metro listens to community needs. The Metro government did once approve the immediate inclusion of the Zurcher property. Obviously general credibility would be strained if the City were told that what was once needed immediately is now not needed for the next 50 years.

5. Community Independence, Jobs/Housing Ratio The City of Forest Grove has accepted the population/employment allocations for the year 2017. Those allocations result in the use of all the remaining vacant industrial land. The allocations result in a slight improvement in the jobs/housing ratio. An implicit assumption by the community was that the effort and benefits made in implementing 2040 (with higher density, reduced VMT/cap, etc. and better jobs/housing ratios) until the year 2017 would not be sabotaged during the remaining 23 years with "residential only" development. Inclusion of the Zurcher property is at least a token recognition of this issue.

I recognize the height of the hurdle in including agriculture land, but this peninsula of "above floodplain" property appears a reasonable, prudent, and inexpensive addition to the UGB.



VAN DYKE SEED CO., INC.
Field Seeds

EXHIBIT

31345 N.W. Beach Road, Hillsboro, OR. 97124 • 503 647-2293 • FAX 503 647-2046

The Honorable Susan McLain
c/o Metro
600 N.E. Grand Ave.
Portland, OR 97232-2736

Attn: The Honorable Susan McLain, Chairperson, and Members, Metro Growth Management Committee

Good Morning,

I write to you this morning to express my Company's concern about Metro 2040, the Urban Reserve Study regarding Washington County.

Van Dyke Seed Co. is the only conditioning plant for farmers grain, grass, and clover products in Washington County. Each acre of EFU high value farmland that is transferred to within the urban growth boundary will eventually become a housing development. Concurrently, each acre that becomes a housing development reduces the farm base our company serves. At some point in time, enough acreage reductions will make it economically impossible to continue to operate.

We can understand the peoples desire to move to this great state and the desire of the construction and real estate trade to have parcels of land to build on.

Our request is to look carefully at the type of land you transfer to within the urban growth boundary if in fact any needs to be transferred. I am certain that within the present boundaries a fair quantity of land exists today that could be available. As an example, companies that buy 500 acres of commercial zoned property in case they need to expand. Consider rezoning some of this land for high density housing.

Van Dyke Seed Co. serviced the Clark county, Washington farmland until their mad expansion took place.

Now, the few fields that are undeveloped are not farmed, as traffic does not permit machinery to travel

on the paved roads. Could this happen in Washington county? Hopefully you people will control this.

To reiterate, for farmers and agriculture oriented businesses sake, please confine urban growth boundaries to marginal farm land. Better yet, Eastern Oregon has lots of rocks to build on. Washington county need to keep our prime agricultural land as it is.

Respectfully,

A handwritten signature in cursive script, reading "Richard Peschka". The signature is written in dark ink and is positioned above the printed name and company.

Richard Peschka
Van Dyke Seed Co., Inc.

ALBANY, OR 97321 • P.O. Box 159 • 926-1534 • FAX 926-2030
HARRISBURG, OR 97446 • P.O. Box 265 • 995-8400
WEST SALEM, OR 97304 • P.O. Box 5520 • 581-5033 • 838-0181
HILLSBORO, OR 97123 • P.O. Box 279 • 648-1171 • FAX 640-4035

26 November 1996

Hon. Susan McLain, Chairperson & Members
Metro Growth Management Committee
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Chairperson McLain:

As you and your committee decide the direction of urban growth in the Western Washington County area, I would like to take this opportunity to provide comment pertaining to proposed changes. Our business serves both the Agricultural community as well as the residential consumer. Since we serve both communities, we have interest in the proposals currently being discussed.

Fisher Implement came to the Washington County area in 1990. Since that time we have seen our market change dramatically in six short years. The growth of our consumer products lines has risen dramatically while during the same time period, our agricultural sales have stayed flat. The Agricultural portion of our business is key to our future. Although we have expanded in the past two years, the reduction of farm ground in the Washington County area remains as a key to our future. There needs to be a minimum level of acreage farmed to provide minimum levels of support for the various agricultural business' that are in the Western Washington County area. This fact is of major concern for not only ourselves, but to the chemical dealer, the seed dealer, warehouse, and processor. The Agricultural business' in this area generally serve customers in Tillamook, Clatsop and Columbia Counties as well as Washington. Our particular business cannot survive in its current form without the local farmers. If we cannot protect the current level of farmland, the agricultural business community will change dramatically in the upcoming years.

I realize that builders and developers would like a steady and secure inventory of economical ground from which to develop. We on the other hand want to maintain the current inventory's of farmland from which our future derives. I trust you realize that the quality of ground in Western Washington County is the best in the State of Oregon. We can grow any crop in this local area. This provides a strong economic stimulus to the local economy. Once we plant houses, we lose this economy forever.

JOHN DEERE FARM EQUIPMENT



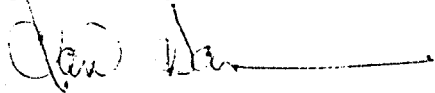
FISHER IMPLEMENT CO.

ALBANY, OR 97321 • P.O. Box 159 • 926-1534 • FAX 926-2030
HARRISBURG, OR 97446 • P.O. Box 265 • 995-8400
WEST SALEM, OR 97304 • P.O. Box 5520 • 581-5033 • 838-0181
HILLSBORO, OR 97123 • P.O. Box 279 • 648-1171 • FAX 640-4035

As you review the plans that are currently in front of you, I ask that you weigh the benefits of the Agricultural community to the local area. I also ask that you weigh the employment and economic benefit of the related agricultural business, such as ourselves, to the local area. The agricultural community has and is a strong vibrant force within the Portland Metropolitan area. I respectfully ask that you consider us as you review development proposals in Hillsboro, Cornelius and Forest Grove.

Thank you very much for this opportunity to comment. I appreciate your time and forum. If you have any questions, please feel welcome to call. Thanks again.

Respectfully,



Clair Dannen





City of Cornelius
1355 N. Barlow Street
P.O. Box 607
Cornelius, Oregon 97113

EXHIBIT

Phone: 503/357-9112
FAX: 503/357-7775

November 8, 1996

John Fregonese, Director
Metro Growth Management
600 NE Grand Avenue
Portland, Oregon 97232-2736

RE: Local Review and Request for Revised Rating for Urban Reserve Study Area, Site 59.

We have reviewed your standardized rating for our targeted Site 59. We disagree with the extremely low rating given to Site 59.

We understand that your methodology is a mathematical model using standard deviations. We agree that this is an acceptable method, from a regional perspective, provided that there is appropriate opportunity for adjustments to the rating, based on more detailed and accurate local evaluation.

The following is a summary of our local evaluation and basis for our adjusted scoring for Site 59. You gave the site a combined score of only 26.0. **We have scored it at 60!**

You also list the site as 64 acres, including areas north of Council Creek and its Flood Plain. However, our targeted area is only 35 acres, all south of Council Creek and the Flood Plain. Our intent is to keep the Creek as the natural boundary line. Cornelius has no interest in crossing the Creek.

FACTOR 3

Utility Feasibility

Your scoring only gave the site a 3.5.

The site is well served with utilities, only requiring normal and minor line extensions.

WATER - There is a 10 inch water line to the immediate vicinity located in North 4th Avenue. This line has adequate flows and pressure to serve the site. No reservoir or additional system improvements are required, as suggested in the KCM report. Only fire lines will need to be extended, with a possible need to loop the system back to North 7 Court.

SEWER - There is an 8" sewer interceptor located in North 4th Avenue, which will serve the site. The site can also be directly served by the Council Creek Trunk line, which abuts the property. Again, only local service laterals are needed to provide gravity sewer.

STORM DRAINAGE - The site abuts Council Creek. There is adequate channel capacity in the creek, so no extra-ordinary retention or detention is required, other than normal compliance with U.S.A. water quality and quantity standards. On-site storm drainage can be designed to directly outfall to the Creek.

OTHER UTILITIES - Phone, gas, power, etc. are all also immediately available in North 4th Avenue. All are adequate to serve the site. Required system improvements cost will be nominal, no different than for the other adjacent industrial sites in the Davis Oaks Industrial Park.

Therefore, we believe the site should be given a score of 5.

Road Network

You gave the site a score of 1.0.

The site is well served by existing collector streets. It is directly served by North 4th Avenue, which connects to TV Highway. The City is working with ODOT and Washington County to signalize the 4th Avenue highway intersections.

North 4th is also connected to North 10th Avenue by North Holladay Street. North 10th Avenue is our major north/south collector, which connects to the highway at a signalized intersection. North 10th also provides a connection to the north out to the Sunset Highway.

For a single user, only a minor extension of North 4th, maybe into a cul-de-sac, is all that is required to access the site. If the site is subdivided for multiple users, then an additional local street extension may be required, providing a loop from 4th to 7th Court. In either case, road improvements will be nominal, and no off-site improvements are required.

Therefore, we believe the site should be given a score of 5.

Traffic Congestion

You gave the site a score of 5.

There is, of course, peak hour congestion on TV Highway. But generally access is good, particularly for north/south travel on 10th Avenue, out to the Sunset Highway. A signal is already in place at 10th, and signal plans are in process, under MSTIP III

for 4th Avenue. Further, the majority of truck traffic from the industrial area actually uses North 10th to the north out to the Sunset Highway, and not to T.V. Highway.

To rate this as a congested area is wrong. This area is the same as Ronler Acres, because the only congestion issue is on the sunset Highway, inbound east of 185th. Therefore we believe congestion is not a limiting factor for this site.

Therefore, we agree with the score of 5.

Schools

You gave the site a score of 4.5.

This site is planned for industrial development, not housing. Therefore schools are not a factor.

Therefore, we believe the site should be given a score of 5.

FACTOR 4

Efficiency Factor

You gave the site a score of 1.

The site is bounded by the Council Creek flood plain on the north, which provides a logical and natural boundary delineation. The UGB is currently set at the southern flood plain line. Our intent is to keep the flood plain as the natural boundary line. The flood plain and creek provide an excellent buffer to EFU lands to the north. It also creates a significant barrier in the logical and economic extension of roads and urban services. for this reason, Cornelius has no interest in entering the flood plain or crossing the Creek to accommodate urban expansion.

Regardless of how the site was mapped, the City's intent is to annex only to the south flood plain of the creek. It provides for efficient use of the most urbanizable lands south of the creek. Therefore the boundary is very efficient, much more efficient than site 60, which received a score of 5.

Therefore, we believe the site should be given a score of 7.

Buildable Land

You gave the site a score of 0.0.

As described above, the intended boundaries of the site make it 100% buildable. The small portion of flood plain that may be included, can be counted towards required landscaping, thereby

maximizing the buildable portion. The site is also generally flat, which will easily accommodate industrial development. This land is as equally buildable as the adjacent Davis Oaks Industrial Park.

Therefore, we believe the site should be given a score of 8.

FACTOR 5

Environmental Constraints

You gave the site a score of 0.0.

As noted above, there are no or nominal environmental constraints. There is a flood plain, but as noted, this area will have little impact on actual site development, as landscaping credit can be given for the unbuildable portion, if any. There are no wetlands, or other constraints effecting this site.

Therefore, we believe the site should be given a score of 8.

Access to Centers

You gave the site a score of 2.0.

The Closest regional center is in Hillsboro. There is a Main Street in Cornelius, and there is a Town Center in Forest Grove. Again, this site is planned for industrial not residential, so local housing is readily available.

You gave Site 60 a score of 3.5, which is probably ok for housing. But, there is less need to be close to a center for an employment area, since local commercial in Cornelius and Forest Grove can easily serve the needs of employees. Those that may live in Hillsboro or Beaverton could also shop on their way home.

Therefore, we believe the site should be given a score of 5.

Jobs/Housing Balance

It appears that all your scores are based on assumed housing development, not jobs. We see Site 59 as industrial land.

Job Rich

You gave the site a score of 5.0.

Cornelius needs more jobs. That is why we are looking to this site for expanded industrial development. More local jobs will enhance the City's jobs/housing balance.

Therefore, we believe the site should be given a score of 0.

Housing Rich

You gave the site a score of 0.0.

Cornelius and Forest Grove both have strong and growing housing stocks. We need more jobs. That is why we are looking to this site for expanded industrial development. There is no justification for a low rating on this factor.

Therefore, we believe the site should be given a score of 5.

FACTOR 6

Agricultural Retention

You gave the site a score of 2.0

This site is physically separated from other prime agricultural lands by Council Creek. The creek is a natural barrier providing an excellent buffer for EFU lands.

The amount of land included in this site is insignificant towards agricultural products. In comparison the economic production potential as urban land is very significant. This site could generate 300 to 700 jobs, 500,000 square feet of building, and substantial tax value for the City. The highly productive farm lands north of the creek are adequately protected by the creek and riparian vegetation.

Therefore, we believe the site should be given a score of 3.

FACTOR 7

Agricultural Compatibility

You gave the site a score of 2.0

As noted above, the site is naturally buffered by Council Creek from other productive EFU lands to the north. Even as the boundary exists, this site is physically and functionally separated from the real prime EFU lands north of the creek. urban development of the site will not create any negative impacts on farm activities north of the creek.

Therefore, we believe the site should be given a score of 4.

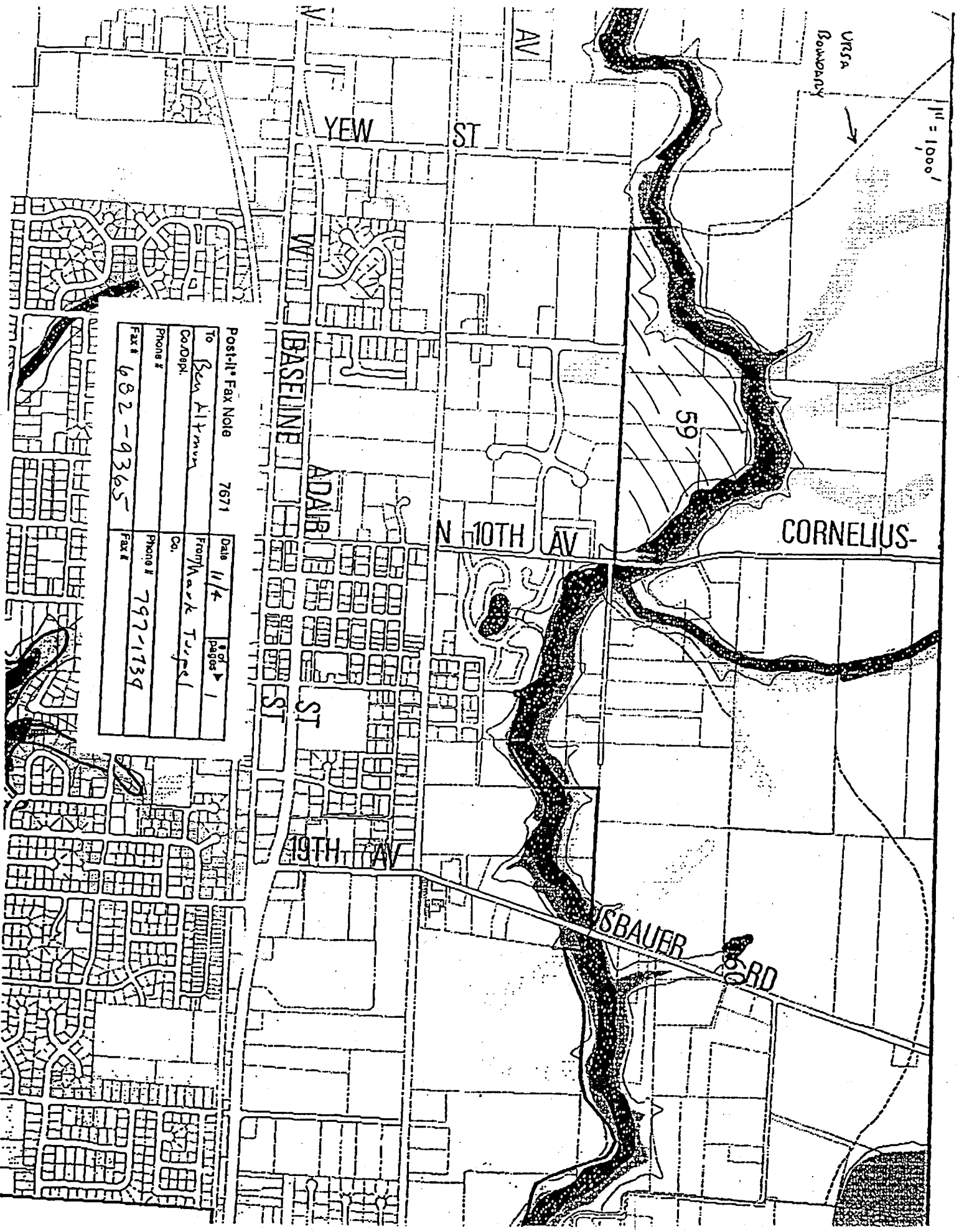
Based on our analysis, we believe the site should be given a combined score of 60.

Sincerely,

A handwritten signature in cursive script that reads "Ben J. Altman". The signature is written in dark ink and is positioned directly below the word "Sincerely,".

Ben J. Altman, Cornelius Planning Consultant

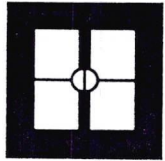
Weighted Rating		Urban Reserve Rule Factor 2				Urban Reserve Rule Factor 4			Urban Reserve Rule Factor 5			Urban Reserve Rule Factor 6	Urban Reserve Rule Factor 7
		Utility Feasibility ⁸	Road Network ¹⁰	Traffic Congestion ¹¹	Schools ¹²	Efficiency Factor ¹³	Buildable Land ¹⁴	Environmental Constraints ¹⁵	Access to Centers ¹⁶	Jobs/Housing Balance ¹⁷		Agric. Retention Factor ¹⁸	Agricultural Compatibility ¹⁹
Site #	Score									Jobs Rich	Housing Rich		
44	41.5	3.5	1.0	2.0	3.0	7.0	7.0	3.0	1.5	1.5	0.0	6.0	6.0
45	47.5	3.5	3.0	2.0	3.5	5.0	5.0	2.5	1.5	1.5	0.0	10.0	10.0
46	58.0	2.5	3.0	2.0	2.5	7.0	7.0	3.5	3.0	1.5	0.0	14.0	12.0
47	29.5	3.5	1.0	1.5	2.5	0.0	0.0	0.0	1.5	1.5	0.0	8.0	10.0
48	53.0	3.0	1.0	1.5	1.0	6.0	6.0	3.5	1.5	1.5	0.0	14.0	14.0
49	49.5	3.5	2.5	1.5	1.0	5.0	6.0	3.0	1.5	1.5	0.0	12.0	12.0
50	66.5	3.5	2.0	1.5	1.5	7.0	8.0	4.0	1.5	1.5	0.0	18.0	18.0
51	49.0	3.5	4.0	2.0	4.0	6.0	6.0	3.0	1.5	5.0	0.0	8.0	6.0
52	66.5	4.0	3.5	2.0	4.5	8.0	8.0	4.0	1.5	5.0	0.0	16.0	10.0
53	32.5	4.0	1.0	2.0	3.5	6.0	5.0	2.5	1.5	5.0	0.0	0.0	2.0
54	40.5	4.0	1.5	2.0	4.5	9.0	9.0	4.0	1.5	5.0	0.0	0.0	0.0
55	42.0	4.0	1.5	2.0	5.0	6.0	5.0	2.5	3.0	5.0	0.0	4.0	4.0
56	31.0	3.5	1.0	5.0	3.5	5.0	4.0	2.0	2.0	5.0	0.0	0.0	0.0
57	27.5	3.0	2.0	5.0	5.0	1.0	0.0	0.0	2.5	5.0	0.0	2.0	2.0
58	35.5	4.0	1.0	5.0	4.0	5.0	4.0	2.0	1.5	5.0	0.0	2.0	2.0
59	26.0	3.5	1.0	5.0	4.5	1.0	0.0	0.0	2.0	5.0	0.0	2.0	2.0
60	45.0	4.0	2.0	5.0	2.5	5.0	4.0	2.0	3.5	5.0	0.0	6.0	6.0
61	53.0	2.5	3.0	5.0	1.5	7.0	6.0	3.0	3.5	1.5	0.0	8.0	12.0
62	39.5	3.5	2.5	5.0	1.5	7.0	6.0	3.0	1.5	1.5	0.0	4.0	4.0
63	33.0	2.5	1.0	5.0	1.5	7.0	6.0	3.0	1.5	1.5	0.0	2.0	2.0
64	42.5	3.5	2.5	5.0	1.5	6.0	6.0	3.0	1.5	1.5	0.0	6.0	6.0
65	45.0	4.0	3.0	3.0	2.5	6.0	6.0	3.0	2.0	1.5	0.0	8.0	6.0
66	29.0	2.5	1.0	3.0	1.0	4.0	3.0	1.5	1.5	1.5	0.0	4.0	6.0
67	46.5	3.0	2.0	3.0	2.0	0.0	1.0	0.5	1.5	1.5	0.0	16.0	16.0
68	37.5	3.5	4.5	3.0	1.5	1.0	1.0	1.0	4.5	1.5	0.0	8.0	8.0
69	12.0	1.0	1.5	1.0	0.5	0.0	0.0	0.0	2.5	1.5	0.0	2.0	2.0
70	17.0	1.0	1.5	1.0	0.5	0.0	0.0	0.0	1.5	1.5	0.0	6.0	4.0
71	34.0	1.0	2.5	1.0	0.5	7.0	7.0	4.0	1.5	1.5	0.0	4.0	4.0
72	32.5	0.5	5.0	1.0	0.5	4.0	4.0	2.5	1.5	1.5	0.0	6.0	6.0



Post-it Fax Note 7671

To	Date	# of pages
Ben Altman	11/4	1
Co. Dept.	From Hawk Twpel	
Phone #	Co.	
Fax # 682-9365	Phone # 797-1739	
	Fax #	

CITY OF HILLSBORO



EXHIBIT

November 12, 1996

Hon. Jon Kvistad, Presiding Officer
and Members
Metro Council
600 NE Grand
Portland, OR 97232-2736

RE: Priority Urban Reserves Areas Requested By City of Hillsboro - Sisters of St. Mary Property (Site No. 55); and Shute/Evergreen Road Industrial Areas (200-Acre Portion of Site No. 62 Located at the Corner of Shute & Evergreen Roads, Hillsboro).

Dear Metro Councilors:

Thank you for this final opportunity to ask you to include the above-captioned areas as Metro Urban Reserves. Map of these areas are enclosed.

In prior testimony to the Metro Council dated September 12th and October 7th, we asked you to designate these two sites as Urban Reserves. These letters are part of your record of these proceedings. In these final comments, we restate the key reasons why these sites should be Urban Reserves and also provide new technical information that support their inclusion as Urban Reserves.

Overall Comment.

Our comments on these priority Urban Reserve sites share a fundamental theme: Both sites are needed to help Hillsboro create a City in the future that is marked by the types of "independent and self-contained 2040 communities" envisioned by the adopted Metro RUGGOs and 2040 Growth Concept. In making this request we simply ask you, as you select the Urban Reserves, to remain true to the commitment Metro already made to achieve this fundamental element of your adopted RUGGOs and 2040 Growth Concept.

Southern Portion (200 Acres) of Site No. 62.

In our October 7th testimony, we asked Metro Councilors to recognize that a number of public safety as well as economic development policies (summarized below) support industrial rather than residential development and use of this site. If your Council concurs, then, the Executive Officer's Urban Reserve Ranking (39.5 total score) of this site also should change since it was premised on this site being an Outer (Residential) Neighborhood. The attached technical memorandum re-ranks the site accordingly, applying the same eleven (11) Urban Reserve Rule Factors applied by the Executive Officer to Site No. 62. The result is a total score for the 200-acre site of 55.0, well above his 49.5 threshold score for recommended Urban Reserve sites, providing an independent ground for Metro Council inclusion of this site as Urban Reserve.

The following public safety and economic development policy concerns support designating this site as Urban Reserve:

- The State and Region have a shortage of available large-lot campus industrial sites. This site will help fill that void and immediately improve the State's and Region's ability to compete nationally and internationally for highly specialized high tech industrial enterprises. Hillsboro's industrial sanctuary contains only one uncommitted site large enough to meet the needs of a large campus industrial enterprises.
- Because this site is on the flight approach path of the Hillsboro Airport crosswind runway and is impacted by the flight pattern of a proposed third parallel runway, industrial use of the site is recommended by the Port of Portland and the City for public safety reasons.
- Adding the site to the Urban Reserves would give Hillsboro additional flexibility with existing land use designations north of the Sunset Highway. The northern portion of Site No. 62 and Site No. 64 are split by the "Seaport" industrial property which has rolling topography and is more suitable for residential development. Including the southern part of Site No. 62 as Urban Reserves would allow moving the Seaport property's industrial designation to that area. Residential use of the Seaport property would allow the relocation of Hillsboro's existing fourth high school site from its current industrial location to the Seaport site. Hillsboro High School District could not find an appropriate new high school site within the UGB. Converting the Seaport property to residential would allow the City to work with the School District to resolve this problem.

Finally, converting the Seaport property to residential use would create the opportunity for a large-scale, master planned residential community, that includes the Seaport property, in close proximity to one of the largest concentrations of employment in the Region.

- The intersection of Shute and Evergreen Roads present a potentially congested intersection that can be avoided by including the subject site eventually in the UGB. The 200-acre parcel would allow internal streets within the parcel that would vent traffic away from the intersection by providing alternative routes between Hillsboro and the Sunset Highway.
- Adequate adjacent public infrastructure (sewers, water, utilities, roads) is available to support its industrial development/use.
- The site abuts urban land and industrial uses along its east and south boundaries and existing Exception Lands along its west boundary and to the north, along an unnamed McKay Creek tributary. Thus, it is surrounded by non-resource lands that either contain, or will be developed soon with urban uses.

Site No. 55: Sisters of St. Mary Property.

The need to include Site No. 55 as Urban Reserves exists because a poor jobs-to-housing ratio exists in Hillsboro due to the successful development of regional employment center uses here over time in furtherance of State and Regional economic development policy priorities. The very real prospect that the City will achieve its Functional Plan 2015 allocation of 14,812 new

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The Metro Staff has concluded that Site No. 55 (883 acres, of which 476.3 acres are EFU lands and 406.6 acres are "Exception Lands" under the State Urban Reserve Rule) would be Inner Residential Neighborhood (45.1%) and Outer Residential Neighborhood (54.9%) and would support 5,216 homes and 2,046 jobs whenever it is brought into the UGB. It is appropriate for Urban Reserve designation under the "Special Lands Needs" provision for other reasons as well:

Site No. 55 is large enough to provide 5,216 housing units towards achieving and maintaining an jobs/housing ratio in Hillsboro that will help to reduce vehicle miles traveled by Hillsboro residents and employees who work here. Only half of the site contains EFU lands; the other half already being "Exception Lands" under the State Urban Reserve Rule which have top priority among all types of lands when establishing Urban Reserves. It is closer to the Downtown Regional Center than all the other proposed Urban Reserve Sites that abut the City (and is larger than all of them). Therefore, it has the best potential among all the proposed Urban Reserve sites near Hillsboro for bringing needed housing closer to the jobs in a "jobs rich" Hillsboro, and for reducing vehicle miles traveled to/from/through Hillsboro.

Notwithstanding that half of it is EFU lands, Site 55 received high rankings by the Executive Officer in terms of Urban Reserve Factor 3 Criteria concerning Utility Feasibility (4 points of a possible 5 points); Schools proximity (5 of a possible 5 points); and, the highest rankings (9 points in each category) for the Urban Reserve Factor 4 Criteria concerning Fewest Site Development Limitations and Largest Amount of Buildable Lands Within the Site among all Urban Reserve Sites throughout the Region.

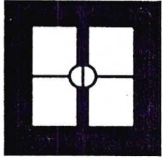
Respectfully submitted:

CITY OF HILLSBORO

Gordon Faber
Mayor

encl:

CITY OF HILLSBORO



EXHIBIT

November 8, 1996

MEMORANDUM

TO: Mayor Gordon Faber and City Council
FROM: Planning Department

RE: **Analysis of Hillsboro's Priority Urban Reserves Sites: Site No. 55 ("Sisters of St. Mary Property") and Southern Portion of Site No. 62 ("Shute/Evergreen Roads Site").**

This memorandum discusses whether each of the above-captioned priority Urban Reserve Sites to Hillsboro may be so designated by the Metro Council under the State Urban Reserve Rule. The memorandum contains (1) an evaluation of the Shute/Evergreen Roads Site if it were developed as an Industrial area (rather than a residential "Outer Neighborhood" area as assumed by the Metro Executive Officer when he ranked this site on September 3rd), applying the State Urban Reserves Rule; and, (2) an analysis of whether the Sisters of St. Mary Property satisfies the "Special Lands Needs" provisions of the State Urban Reserve Rule and, thus, should be designated as Urban Reserve.

1. Site No. 62 (200-Acre Portion At Shute & Evergreen Roads, Hillsboro).

As originally designated by Metro, Site #62 contains 692 acres; 590 EFU acres, and is split by US Highway 26. The ***Metro Background Data Report, Exhibit "A" (Sept. 1996)*** contains Metro's review of Site 62 against the State Urban Reserve Criteria (Factors 3 through 7, OAR 660-04-010). The Report identifies the Site as "Outer (Residential) Neighborhood" containing 409 buildable acres and capacities for 4,089 dwelling units and 1,677 employees. Applying the State Urban Reserves Rule, the Metro Executive Officer ranked original Site 62 is ranked as follows:

U/R Factor 3:	Executive Officer Ranking Scores
* Utility Feasibility	3.5
* Road Network	2.5
* Traffic Congestion	5.0
* Schools	1.5
U/R Factor 4:	
* Efficiency Factor	7.0
* Buildable Factor	6.0
U/R Factor 5:	
* Environmental Constraints	3.0
* Access to Centers	1.5
* Jobs/Housing Balance - Jobs Rich	1.5
* Jobs/Housing Balance - Housing Rich	0.0
U/R Factor 6:	
* Agricultural Retention	4.0
U/R Factor 7:	
* Agricultural Compatibility	<u>4.0</u>
Total Score:	39.5

Threshold Issue: Appropriate Metro Designation of Site 62.

Hillsboro informed the Metro Council that only a 200-acre portion of Site No. 62 located at the corner of Shute and Evergreen Roads comprises one of Hillsboro's two top priority sites for Urban Reserve designation. (See attached Maps of the two priority sites for Hillsboro.) This 200-acre portion is not appropriate for residential use and, thus, for the "Outer Neighborhood" designation due to its close proximity to Hillsboro Airport runways and to developing surrounding industrial uses¹. "Industrial" designation of the 200-acre parcel is far more appropriate. (There is only one large lot campus industrial site left in the Hillsboro regional employment center right now.) If the Metro Council concurs with this assessment, then, the ranking of the 200-acre parcel should be premised on its development for campus Industrial (high tech) use, rather than as an Outer Residential Neighborhood.

As described below, when the State Urban Reserves Rule (Factors 3 - 7) are applied only to the 200-acre portion of Site No. 62 based on its development as a campus Industrial, the parcel earns a score that exceeds the minimum 49.5 ranking recommended by the Executive Officer for Urban Reserve designations:

U/R Factor 3 Application:

Utility Feasibility:

The public cost of providing utility services (water, sanitary sewers stormwater drainage) to the 200-Acre site is minimal. Most of it would be on-site utility costs since connections to existing infrastructure near the parcel can be made right now. On-site infrastructure costs would strictly

¹ The Port of Portland recommends that the subject, 200-acre portion of Site 62 be designated for Industrial, rather than Residential uses in its Hillsboro Airport Compatibility Study (1992).

be private, not public costs. Therefore, the 200-acre parcel should receive a high score under this Factor 3 category. If the original 692 acres of Site 62 can be awarded a 3.5 score by the Executive Officer, then, a 5.0 score to the 200-acre portion of Site 62 would be reasonable because these acres are closest to, and most easily served by the available public infrastructure systems.

Road Network:

Metro's "road network" ranking (2.5 points) of Site 62 was premised on its use for housing. The ranking reflects the extent to which Site 62 has a supporting local streets network and how well that network satisfies a street connectivity standard of 14 north/south and 14 east/west local streets per mile.

Campus industrial use of the 200-acre parcel requires considerably less land for both local streets and street connectivity. In fact, such industrial development of the parcel would probably involve developing it as a single parcel with few internal through-streets. These streets would provide access to/from/through the industrial campus and enable internal pedestrian travel. Accordingly, the "2.5" score of the 200-acre parcel should be raised because only a minimal internal road network would be needed to support its industrial use (in contrast to a more extensive network needed to support its use for homes). A "5.0" score, rather than the 2.5 assigned by the Executive Officer, is reasonable.

Traffic Congestion.

This Factor 3 criterion focuses on the potential contribution to traffic congestion from residential and employment traffic generated from Site No. 62 onto the highways and arterials that serve the site. Metro 2015 housing and employment forecasts applicable to Site No. 62 were used to predict such traffic congestion. Metro concluded that traffic congestion generated from the original Site No. 62 (409 buildable acres containing 4,089 dwelling units and 1,677 employees by 2015) could be absorbed by the existing surrounding roadway network. This led to a high score for original Site 62.

The 200-acre parcel would contain only employees if designated for Industrial (rather than Outer Neighborhood) use. Applying the average density of 20 employees/acre (per the Metro *Urban Growth Management Functional Plan*) a maximum of 4,000 employees may be accommodated in a campus industrial development of the parcel. The number of daily peak hour trips generated by 4,000 employees on the 200-acre parcel would be far less than the trips generated from 4,089 homes and 1,677 employees within the original Site No. 62. For these reasons a higher score than the "5.0" score awarded by the Executive Officer would be reasonable.

Schools.

This Factor 3 criterion looks at site accessibility to public schools. Original Site 62 is ranked low indicating significant distances between the site and existing or proposed school sites. This low score is not valid for (and would penalize) the subject, 200-acre portion of Site 62 because it is suitable only for industrial use. Because campus industrial use of the parcel would not generate any additional school enrollment, it should have a very high score under this criterion. It would be reasonable to give the parcel the same score as the highest ranking Urban Reserve sites under this criterion: a "5.0" score.

Urban Reserve Factor 4:

Efficiency Factor.

This Factor 4 criterion focuses on physical development limitations within a site (ie., slopes, small size, and other development limitations). The original Site 62 (409 buildable, vacant acres out of a total 692 acres) was given a high score (7.0). A much higher score should be given to the subject, 200-acre parcel. Unlike original Site 62, the parcel is flat and has no known physiographic features limiting its development. It is buffered by Exception Lands to the north and west, and urban lands and uses to the south (Intel) and east (Ohka) within the Urban Growth Boundary. Accordingly, the 200-acre parcel should at least have the same score as the highest ranking Urban Reserve Sites in the Region under this criterion; a "9.0" score.

Buildable Land.

This Factor 4 criterion looks at the amount of "buildable" acres within a site. Higher scores are given to sites that have a greater percentage of their net land areas available for development after deducting 25% of the gross acres within the sites for future streets, schools, parks, churches, fraternal organizations and other publicly owned lands.

The 25% gross-to-net deduction may be applicable to "Outer Neighborhoods", but clearly should not apply to Industrial Sites. It is Hillsboro's experience that campus industrial sites allocate no more than 10-15% of their land area for internal streets and public facility uses. Applying this formula to the subject, 200-acre parcel, its current "6.0" score logically should increase, and should at least be the same as the highest score given any Urban Reserve site in the Region by the Executive Officer; an "8.0" score.

Urban Reserve Factor 5.

Environmental Constraints.

This Factor 5 criterion looks at the extent of environmental constraints to site development posed by the presence of steep slopes, flood prone soils, wetlands, and riparian corridors, or hazardous or sensitive environmental resources.

While the original Site No. 62 contains some such environmental constraints, the subject, 200-acre parcel is outside of the 100-year floodplain (*FEMA Flood Insurance Rate Map*) adjoining an unnamed McKay Creek tributary just north of the parcel. The *National Wetlands Inventory, Hillsboro Oregon Quadrant* shows no wetlands within the 200-acre parcel. The parcel is east (and outside) of an existing Water Area/Fish & Wildlife Habitat shown on the *Washington County Natural Resource & Rural Plan*. There are no known environmental hazards and sensitive environmental resources within the 200-acre parcel. Therefore, the 200-acre parcel should be ranked higher than the 3.0 score given to the original Site 62. It should have the same "4.0" score as other Urban Reserve sites in the Region that do not have environmental constraints.

Access To Centers.

Access-to-centers concerns the distance of sites from regional or town centers in Hillsboro measured along public roadways. It gives points to a site based on its "accessibility" to these centers. The closer a site is to such a center, the greater number of points it gets. A site accessible to more than one center receives additional points. A site located within six miles of a regional center, and 3 miles of a town center is considered "accessible". One (1) point is

assigned to a site located six miles from the regional center, 2 points/5 miles, 3 points/4 miles and so on. The same formula applies to town centers.

If traveling along public rights-of-ways, the subject, 200-acre parcel is located within 2.5 miles from the Tanasbourne Town Center (1 point); within 2 miles from the Orenco Town Center (2 points); and, within 5 miles from the Downtown Hillsboro Regional Center (2 points). Applying this criterion, the 200-acre parcel should be assigned a ranking of 3.0 rather than 1.5.

Jobs/Housing Balance.

The *Metro Background Data Report, Exhibit "A"* states that a balance of jobs and housing on a sub-regional basis is one way to reduce vehicle miles traveled in the Region as called for in Metro's RUGGOs. The Report forecasts a jobs/housing ratio of 1.47 jobs for every housing unit in Hillsboro by 2015 (compared to a 1.12 jobs for every housing unit in 1994). It states that only the Hillsboro and Portland market areas are not "jobs poor" sub-regions.

If the 200-acre parcel is developed for Industrial, rather than residential use, and contains about 4,000 new jobs by year 2015, it should help keep jobs/housing ratio in Hillsboro close to 1.47 jobs/housing unit. Recent Metro Jobs/Housing Balance Case Studies (1994) concluded that a jobs/housing ratio of 1.5 jobs for every housing unit is effective in reducing vehicle miles traveled.

The Executive Officer gave original Site No. 62 (including the 200-acre parcel) a low (1.3) "jobs rich" score on the premise that it would be a residential "Outer Neighborhood" site. However, it should be a "jobs rich" site because it is next to a growing regional employment center in Hillsboro. (The parcel was given a "0.0" score as a "housing rich" site.) A higher score should be given to the 200-acre parcel should it be developed for Industrial use; ie. at least a "3.0" score. By definition, industrial use of the site would make it a "jobs rich" site.

Urban Reserve Factor 6: Agriculture Retention.

The Executive Officer's 4.0 ranking of Site No. 62 (including the subject, 200-acre parcel) is reasonable since the site is predominately comprised of EFU lands.

Urban Reserve Factor 7: Agricultural Compatibility.

The Executive Officer's "4.0" ranking of the Site is reasonable since intermittent as well as year-round farming are dominant activities in areas north and west of the subject, 200-acre parcel.

Based on the foregoing analysis, the ranking of the 200-acre parcel should be revised accordingly:

U/R Factor 3:	Executive Officer Ranking Scores	Revised Ranking Scores
* Utility Feasibility	3.5	5.0
* Road Network	2.5	5.0
* Traffic Congestion	5.0	5.0
* Schools	1.5	5.0
U/R Factor 4:		
* Efficiency Factor	7.0	9.0
* Buildable Factor	6.0	8.0
U/R Factor 5:		
* Environmental Constraints	3.0	4.0
* Access to Centers	1.5	3.0
* Jobs/Housing Balance - Jobs Rich	1.5	3.0
* Jobs/Housing Balance - Housing Rich	0.0	0.0
U/R Factor 6:		
* Agricultural Retention	4.0	4.0
U/R Factor 7:		
* Agricultural Compatibility	<u>4.0</u>	<u>4.0</u>
Total Score:	39.5	55.0

II. Sisters of St. Mary Property (Site No. 55)

According to the ***Metro Background Data Report, Exhibit "A"***, Site No. 55 has a total of 883 acres of land directly south of the Tualatin Valley Highway. It can be split for analysis purposes into an eastern half consisting of two large tax lots that comprise the "Sisters of St. Mary Property" containing 476.3 acres of EFU land. The western half contains approximately 406.6 acres of "Exception Lands" under the State Urban Reserve Rule. It is comprised mostly of separately-owned individual tax lots ranging in size from 1/2 acre to 20 acres. The Report states that 45.1% of the buildable acres in the Site would be Inner Neighborhoods, while 54.9% would be Outer Neighborhoods, and the site has a capacity for 5,216 dwelling unit and 2,046 employees.

Applying the State Urban Reserve Rule to Site No. 55, the Metro Executive Officer gave it a final "42.0" ranking. The site did not reach the Executive Officer's "49.5" ranking threshold. However, Site No. 55 may still be included in Urban Reserves if a need for the site under the "Special Land Needs" provision of the Rule (OAR 66-21-030(4)(a)) can be established. As recently-amended, this provision states:

(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 section (1) of this rule for one or more of the following reasons:

a. Specific types of identified land needs, including the need to meet favorable ratios of jobs to housing for areas of at least 100,000 population, served by one or more regional centers designated in the Regional Goals and Objectives for the Portland Metropolitan Service Area, or in a comprehensive plan for areas outside the Portland Metropolitan Service Area.

The *Metro Background Data Report, Exhibit "A"* describes Hillsboro as "jobs rich" but "housing poor". The Report states that by 2015 Hillsboro will attain a ratio of 1.47 jobs for every dwelling unit and forecasts approximately 75,479 jobs and 51,429 households in Hillsboro by 2015.

At 2.13 persons/household, 51,429 households translate into 109,543 residents. Added to the 75,479 people working in Hillsboro each day by 2015, the City's total daily population by 2015 will be about 127,000 people who would be served primarily by the Downtown Hillsboro Regional Center. Therefore, in compliance with 660-21-030(4)(a), Hillsboro would qualify by 2015 as an area in which the 660-21-030(4)(a) "Special Land Needs" exception may apply², if such a need can be established.

Title 1 of the *Urban Growth Management Functional Plan* requires Hillsboro to be able to absorb at least 14,812 additional dwelling units and 58,247 additional jobs by 2015 through its comprehensive plan and implementing ordinances. *Based on a 2000 units/year housing construction pace, Hillsboro will achieve the 14,812 additional dwellings by the year 2002 (through infill, redevelopment and the construction of the various 2040 mixed uses designated in Hillsboro). In order to achieve and maintain the 1.47 jobs/housing ratio described for Hillsboro by the Metro Background Data Report, Exhibit "A" after year 2002, additional land for housing near Hillsboro will need to be set aside as Urban Reserves pursuant to the "Special Land Needs" Exception. Site No. 55 is needed as Urban Reserves for this reason.*

Site No. 55 is large enough to provide 5,216 housing units towards achieving and maintaining the 1.47 jobs/housing ratio in Hillsboro during the years after 2002 but before 2015. Only half of the site contains EFU lands; the other half already being "Exception Lands" under the State Urban Reserve Rule³, which have top priority among all types of lands when establishing Urban Reserves. It is closer to the Downtown Regional Center than all the other proposed Urban Reserve Sites that abut the City (and is larger than all of them). Therefore, it has the best potential among all the proposed Urban Reserve sites near Hillsboro for bringing needed housing closer to the jobs in a "jobs rich" Hillsboro, and for reducing vehicle miles traveled to/from/through Hillsboro.

Notwithstanding that half of it is EFU lands, Site 55 received high rankings by the Executive Officer in terms of Urban Reserve Factor 3 Criteria concerning Utility Feasibility (4 points of a possible 5 points); Schools proximity (5 of a possible 5 points); and, the highest rankings (9 points in each category) for the Urban Reserve Factor 4 Criteria concerning Fewest Site Development Limitations and Largest Amount of Buildable Lands Within the Site among all Urban Reserve Sites throughout the Region. Finally, it is buffered from agricultural lands to the south and west by a new golf course currently under construction.

CITY OF HILLSBORO PLANNING DEPARTMENT

Patrick A. Ribellia, AICP, Esq.
Senior Planner
attach:

² Pursuant to HB 2709, land within the UGB must include at least a 20-year supply of developable land. Under the Urban Reserve Rule (660-21-030(1)), Urban Reserve Areas within the Metro Region 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 (20-year) time frame used to establish the urban growth boundary (land supply)."

³ OAR 660-21-030(1) states that "Exception Lands" are to be given first priority among the types of resource and nonresource lands that may be included in Urban Reserves.

CITY OF HILLSBORO



November 12, 1996

Hon. Jon Kvistad, Presiding Officer
and Members
Metro Council
600 NE Grand
Portland, OR 97232-2736

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Respectfully submitted:

CITY OF HILLSBORO

Gordon Faber
Mayor

encl:

O'DONNELL RAMIS CREW
CORRIGAN & BACHRACH

EXHIBIT

JEFF H. BACHRACH
PAMELA J. BEERY
MARK L. BUSCH
D. DANIEL CHANDLER ++
DOMINIC G. COLLETTA**
CHARLES E. CORRIGAN*
STEPHEN F. CREW
MARTIN C. DOLAN
PAUL C. ELSNER
GARY F. FIRESTONE*
WILLIAM E. GAAR
G. FRANK HAMMOND*
KENNETH D. HELM
MALCOLM JOHNSON*
MARK P. O'DONNELL
TIMOTHY V. RAMIS
WILLIAM J. STALNAKER

ATTORNEYS AT LAW
1727 N.W. Hoyt Street
Portland, Oregon 97209

TELEPHONE: (503) 222-4402
FAX: (503) 243-2944

PLEASE REPLY TO PORTLAND OFFICE

November 19, 1996

CLACKAMAS COUNTY OFFICE
181 N. Grant, Suite 202
Canby, Oregon 97013
TELEPHONE: (503) 266-1149

VANCOUVER, WASHINGTON OFFICE
First Independent Place
1220 Main Street, Suite 451
Vancouver, Washington 98660-2964
TELEPHONE: (360) 699-7287
FAX: (360) 699-7221

JAMES M. COLEMAN
SUSAN J. WIDDER
SPECIAL COUNSEL

* ALSO ADMITTED TO PRACTICE IN WASHINGTON
** ALSO ADMITTED TO PRACTICE IN CALIFORNIA
++ ALSO ADMITTED TO PRACTICE IN WASHINGTON AND MONTANA

The Honorable Susan McClain, Chairperson, and
Members of the Metro Growth Management Committee
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Proposed Urban Reserve Areas

Dear Chairperson McClain and Committee Members:

This law firm represents the controlling interests in a parcel known as the "Seaport" property in Hillsboro. The property lies between URSAs 62 and 64, North of Sunset Highway. Unlike most of the areas discussed in your proceedings, the Seaport property is already in the Urban Growth Boundary. Since the Seaport property has been the subject of discussions related to the designation of urban reserve areas near Hillsboro, I thought it appropriate to bring matters to your attention.

First, while the 200-acre Seaport property is the last large piece of undeveloped land in Hillsboro, it is now slated for development within the next 24 months. Therefore, to the extent projections of available land in Hillsboro rely on the availability of the Seaport property, those projections should be decreased by 200 acres.

Second, you have been provided with compelling testimony regarding the need for additional land by the City of Hillsboro, both at previous hearings, and in letters from Mayor Faber. As an entity doing business in Hillsboro, and controlling land next to two URSAs, we agree with the City's comments and recommendations. The need for additional land to balance housing and creation is now acute.

As a general comment, the Urban Reserve Rule never contemplated that the list of factors set forth in Goal 14 would be weighted equally with a rigid formulaic analytical model. While we understand the difficulty involved in analyzing 23,000 acres in three counties, the Goal 14 factors are policy


The Honorable Susan McClain
November 12, 1996
Page 2

considerations meant to be applied by policy makers, not a formula to be applied by computer modeling. The Goal 14 policies were meant to be applied on an area-by-area basis. In some cases one factor may be predominant, in other cases, and at other times, another factor might be more important. We urge you not to give undue weight to the rankings contained in the Executive Officer's recommendation.

More specifically, we believe the executive officer's recommendation will leave Hillsboro with an acute shortage of developable land. The recommendation only provided Hillsboro with 29 acres of Urban Reserve. Once the Seaport property is developed, there simply will not be any more large, developable parcels left in Hillsboro. This shortage will worsen the jobs/housing imbalance.

I want to remind the Committee that when the original Urban Growth Boundary was being litigated, opponents of expansion claimed that there was no way the Bethany, Bendemere and Seaport areas would be needed in the foreseeable future. History has proven those opponents wrong. I therefore urge you to view with skepticism the similar argument being made today by opponents of Urban Reserve designations in the Hillsboro area.

Sincerely,



Timothy V. Ramis

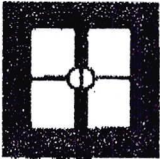
DDC/jlk

(c:\orcc\ddc\seaport\mcclain.ltr)

cc: Tim Ralston
Wink Brooks
Mayor Gordon Faber

CITY OF HILLSBORO

11 2196-182



EXHIBIT

Post-it* Fax Note	7671	Date	10/9	# of pages	3
To	Susan McLain	From	Gordon Faber		
Co./Dept.	Metro Council	Co	City of Hillsboro		
Phone #	797-1553	Phone #	681-6153		
Fax #	797-1793	Fax #	681-6245		

October 8, 1996

Susan McLain
 Metro Councilor
 600 NE Grand Avenue
 Portland, OR 97232-2736

Dear Ms. McLain:

Please find attached maps showing the Urban Reserve areas that Hillsboro believes would be the minimum area necessary to meet our future needs. We are also submitting formal testimony under separate cover explaining our rationale in more detail. I think this is consistent with what we discussed earlier.

Thanks for your help in this matter.

Sincerely,

CITY OF HILLSBORO

By

Gordon Faber, Mayor

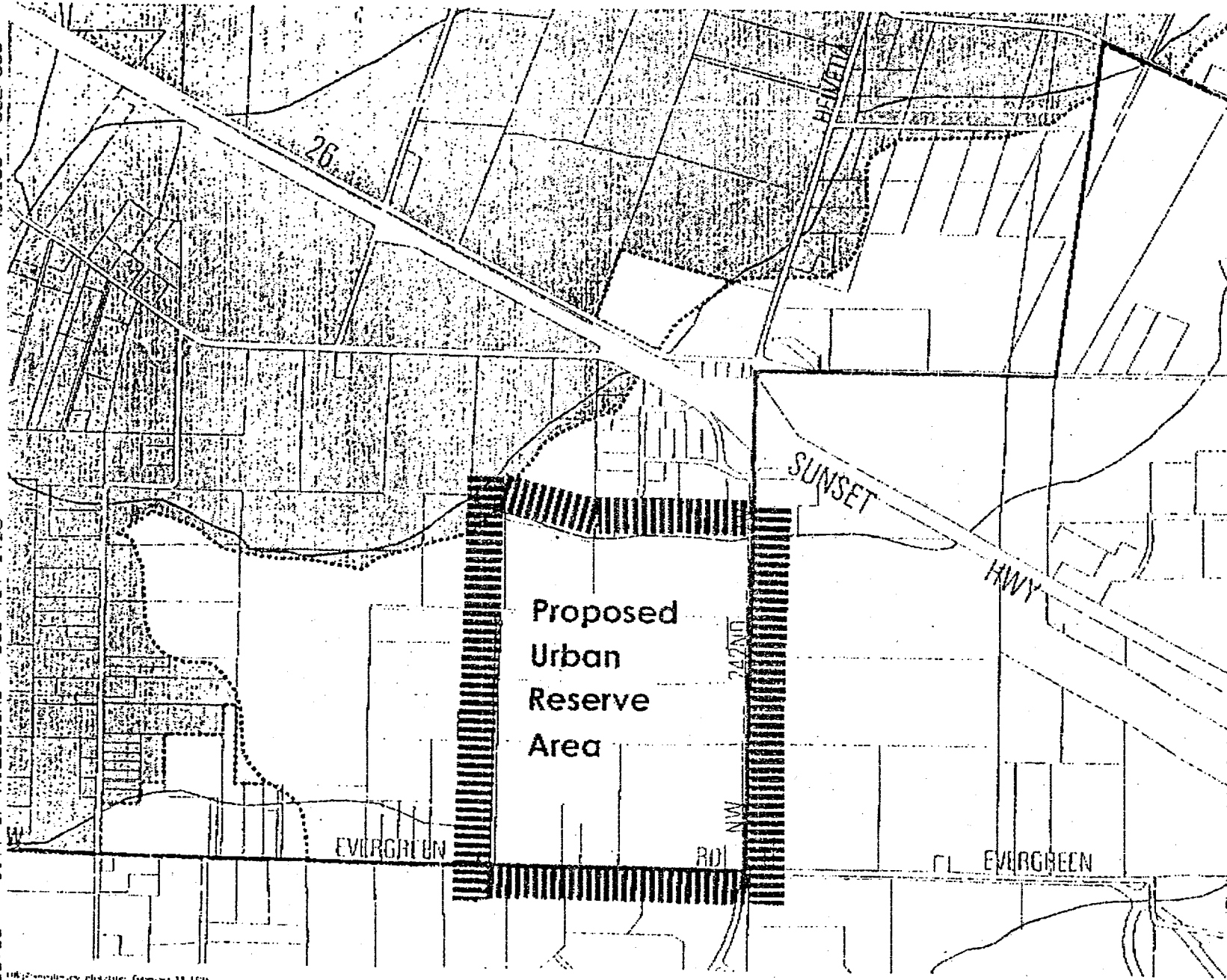
Attachment
 GF/jv

NO.186 P002/003

CITY OF HILLSBORO - 503 757 1793

09:05

10/09/96



R L I S

Registered Land
Information System

Urban Reserve Study Areas

Adopted By
Metro Council 2 8 96

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

MAP #62







Acres EFU Acres
692.20 589.624

Approved and Adopted
Ordinance 00000 274
0000000 000



Urban Reserve Study Areas

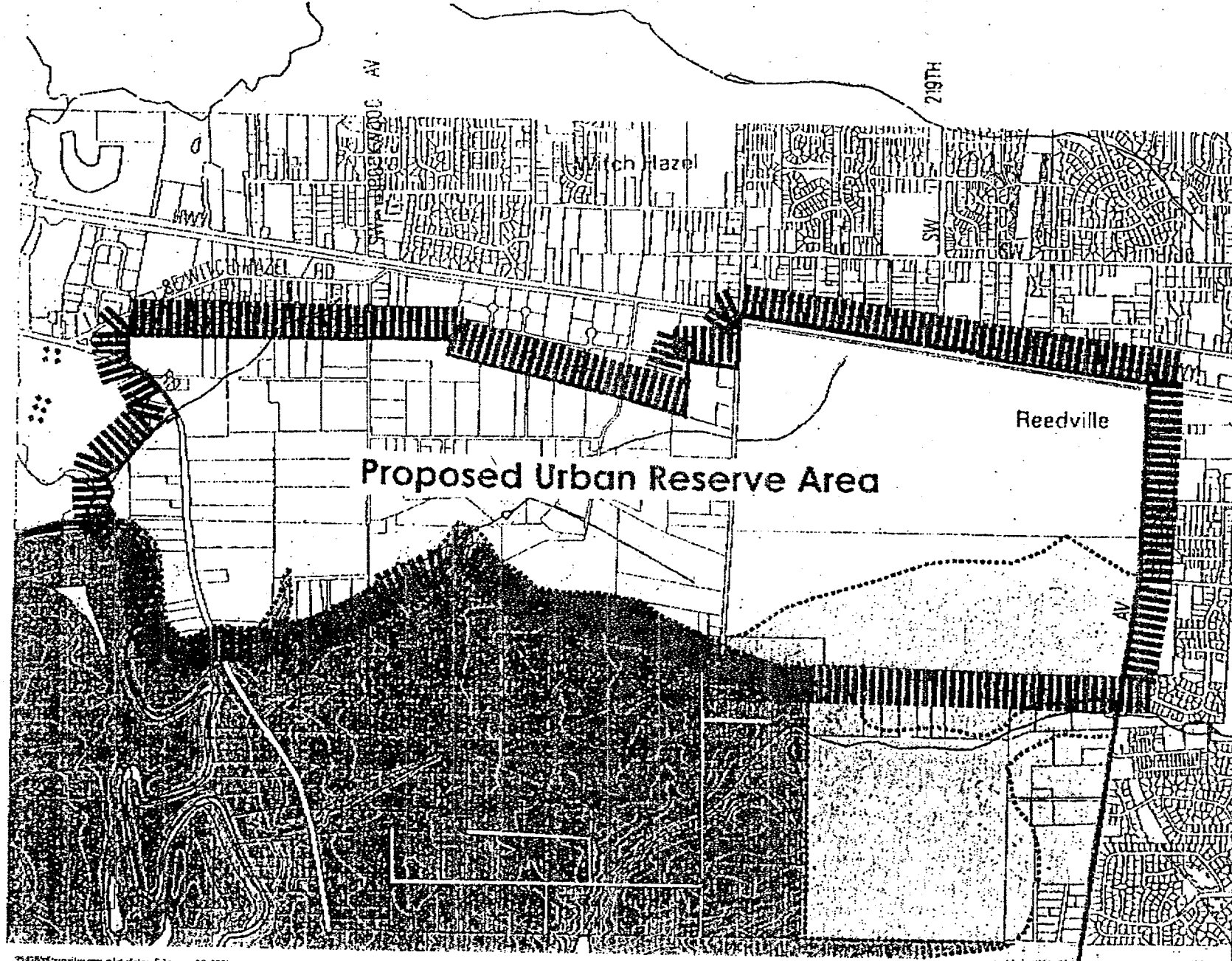
Adopted By
Metro Council 2-8-86

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

MAP #55

Acres	EFU Acres
882.90	476.77

500 N.E. Grand Ave.
Portland, OR 97232-3734
(503) 297-1247



Robert A. Baker
6495 NW Cornelius Pass Road
Hillsboro, OR 97124
645-8166

EXHIBIT

December 10, 1996

METRO Council

Dear Susan McLean:

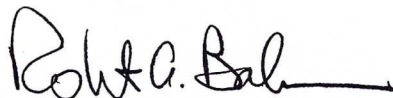
During a series of meetings with the owner of the discribed property it became clear that he shared my concern for those in our community that are unable to buy even the least expensive homes being built today. Our plan is to provide up to 225 new, single family detached homes on 5,000 sq. ft. lots in a price range between \$95,000.00 and \$115,000.00. We control the land, we have builders, we have engineers, and as you might guess there are buyers. It is a plan that is ready to happen!

A 30 year loan fixed at 8% for \$95,000.00 can be fully amortized with monthly payments of \$697.09. Families with household incomes as low as \$21,000.00 per year could qualify to buy these homes.

THE PROBLEM: It now appears that this opportunity may not continue without your political support. The parcel of ground these houses will be built on is in an area that has been designated as "Urban Reserve Study Area." It is currently being studied as one of several that will be included in the new Urban Reserve.

This project requires no subsidies and no public financial support. It needs only your political nudge to make it happen. To my knowledge, this is the only proposal that is committed to truly affordable single family housing in all of Portland.

Sincerely,



Robert A. Baker

RAB/kko



WASHINGTON
COUNTY,
OREGON

December 5, 1996

Linda Peters, Chair
Washington County Board of Commissioners
150 NE Lincoln Street, #300
Hillsboro, OR 97124

Dear Chair Peters:

The Housing Advisory Committee, at its November 26, 1996, meeting discussed Metro's inclusion of new parcels of land currently in the Urban Reserve. The committee suggested new residential parcels provide for affordable housing opportunities and include:

- (1) home ownership potential for Very Low Income (50% of Area Median Income) families
- (2) proximity to existing utilities and transportation and
- (3) be contiguous to the existing Urban Growth Boundary

The committee further suggested that a deed restriction be used to insure that such conditions are met.

The Advisory Committee has a strong interest in promoting affordable first time homeowner opportunities and parcels meeting these criteria present opportunities to provide affordable housing under the Metro 2040 Plan.

As such, the committee recommended and that a letter be directed to you recommending support for the inclusion of parcels into the Urban Reserve which provide a substantial number of affordable homes.

Sincerely,

Beverly J. Quardt
Beverly J. Quardt, Chair
Housing Advisory Committee

Post-it® Fax Note	7671	Date	12.5	# of pages	1
To	BOB BAKER	From	STEVE SCHWENK		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	645-2853	Fax #			

Department of Housing Services

111 NE Lincoln Street, Suite 200-L, Hillsboro, Oregon 97124

FAX: 503 / 693-4795

Equal Housing Opportunity

Phone: 503 / 693-4794

TDD # 503 / 693-4793

9	10
16	15

415

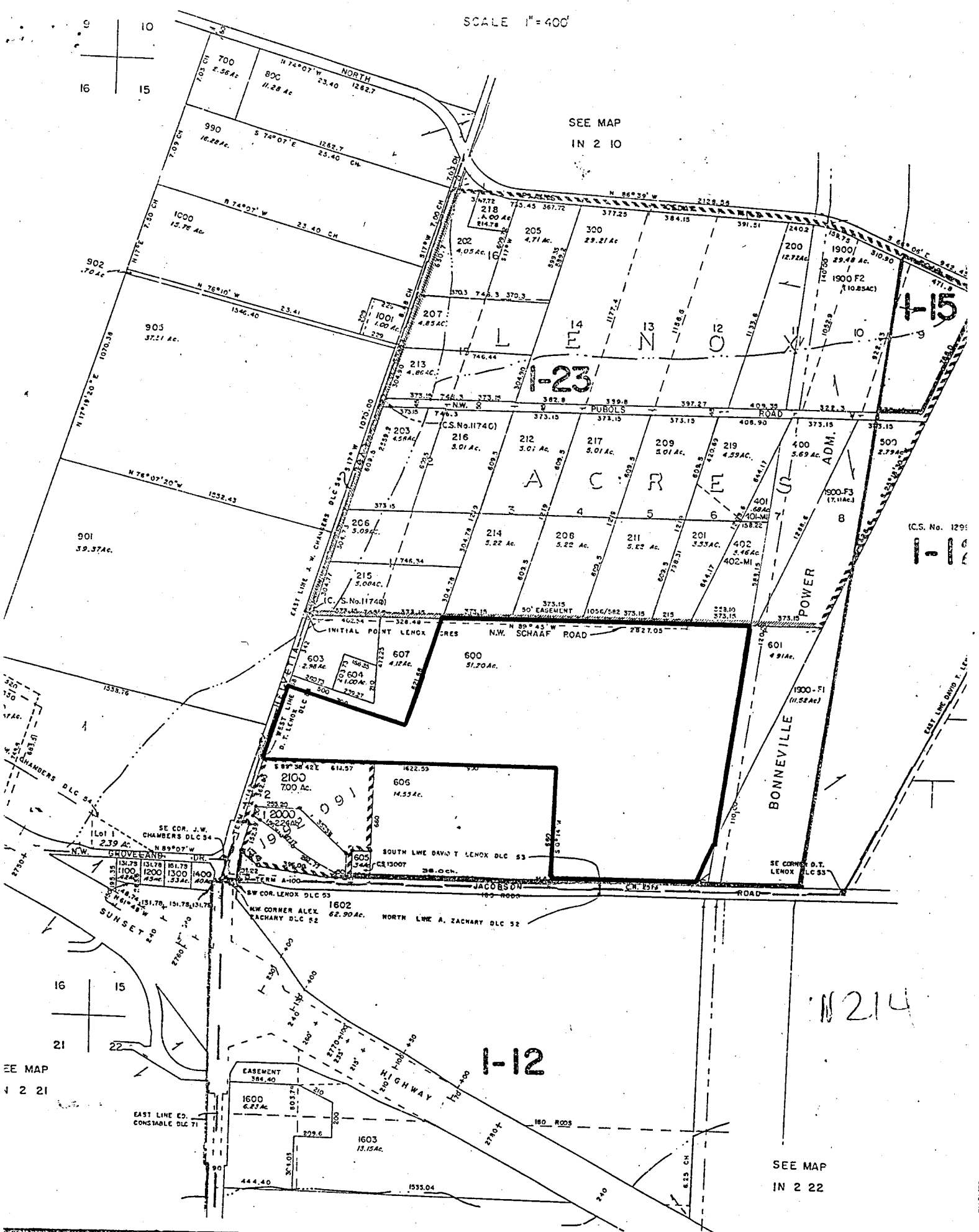
(C.S. No. 129)

1-1

IN 214

1-12

EE MAP
J 2 21



EXHIBIT

NOVEMBER 22, 1996

TO METRO COUNCIL:

AGAIN I URGE THE COUNCIL TO INCLUDE TAX LOT #1202 (15.6 ACRES) DESIGNATED AF-5 LOCATED ON THE S.E. CORNER OF WEST UNION ROAD AND CORNELIUS PASS ROAD IN WASHINGTON COUNTY INTO THE URBAN RESERVE AND EVENTUALLY INTO THE U.G.B.

I CANNOT ACCEPT THE INCLUSION OF OUR PROPERTY WITH OTHER AGRICULTURAL LANDS FOR I FEEL THIS PROPERTY IS UNIQUE, THE AREA ALREADY IS URBANIZED. THE PROPERTY THAT LIES SOUTH AND EAST OF OUR LOT IS FULLY DEVELOPED WITH HOMES. ALL THE UTILITIES (WATER, SEWER, ELECTRICITY AND GAS) ARE AVAILABLE.

AT THE INTERSECTION OF CORNELIUS PASS ROAD AND WEST UNION ROAD ARE THE FOLLOWING:


1. N.E. CORNER: AUTO REPAIR IN AN EXISTING STRUCTURE
2. N.W. CORNER: WEST UNION VILLAGE SQUARE
3. S.W. CORNER: SWEET OREGON APPLE COMPANY

TO LUMP THIS PROPERTY INTO AN AGRICULTURAL DESIGNATION IS LUDICROUS.

THERE IS APPROXIMATELY 15.6 ACRES IN THIS PARCEL WHICH INCLUDES 10.8 ACRES IN FILBERTS AND 4.74 ACRES IN UNCULTIVATED LAND WHICH IS TOO SMALL A PIECE FOR ANYONE TO FARM. WE ARE NOT FARMERS! THE ORCHARD HAS BEEN HIT WITH THE FILBERT BLIGHT WHICH WILL EVENTUALLY DESTROY THE TREES UNLESS SOME VERY COSTLY MEASURES ARE TAKEN. THIS STORM THAT HIT ON THE 18TH OF NOVEMBER HAS WREAKED HAVOC WITH THE TREES BREAKING LIMBS AND SPLITTING TREES, UNBELIEVABLE.

I STRONGLY URGE THE COUNCIL TO PLACE THIS PROPERTY BACK IN THE URBAN RESERVE AND EVENTUALLY INTO THE U.G.B.

SINCERELY,


JAMES M. TSUGAWA
13480 NW BURTON ST.
PORTLAND, OR 97229
645-1682

East
145

JAMES AND AMY
TSUGAWA

1N214D - 1202

15.54 AC

10.80 AC Filberts (ASC)

4.74 AC cultivated

John P. Krautschick

648-8854

Oct. 18, 1983

A858

A857

A3

A286

A286

14 13
23

115 (6)

1. STATE FARM
2. HERITAGE HOME
3. C.M. VIDEO
4. T HENRE CONSTRUCT
5. SKYLINE REALTY
6. WEST UNION GEORGEY STORE
7. A HEAD OF HAIR AND NAIL STORE

WEST UNION
VILLAGE SQUARE
SEE MAP
IN 2 13

1-44

AUTO REPAIR IN AN
EXISTING STRUCTURE.
1-24

SWEET OREGON
APPLE COMPANY

1-37

10.80 ACRES
FILBERTS

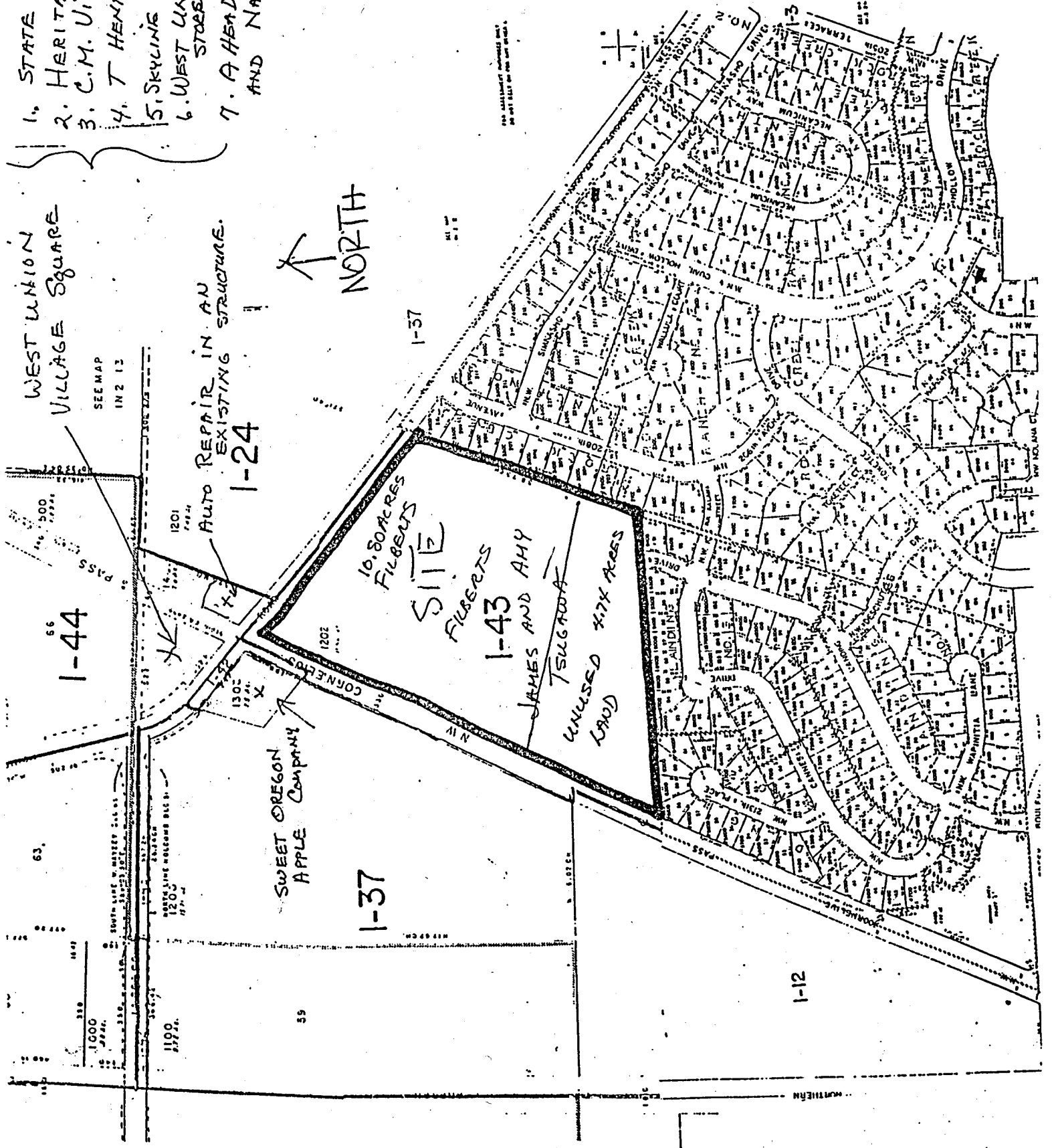
SITE

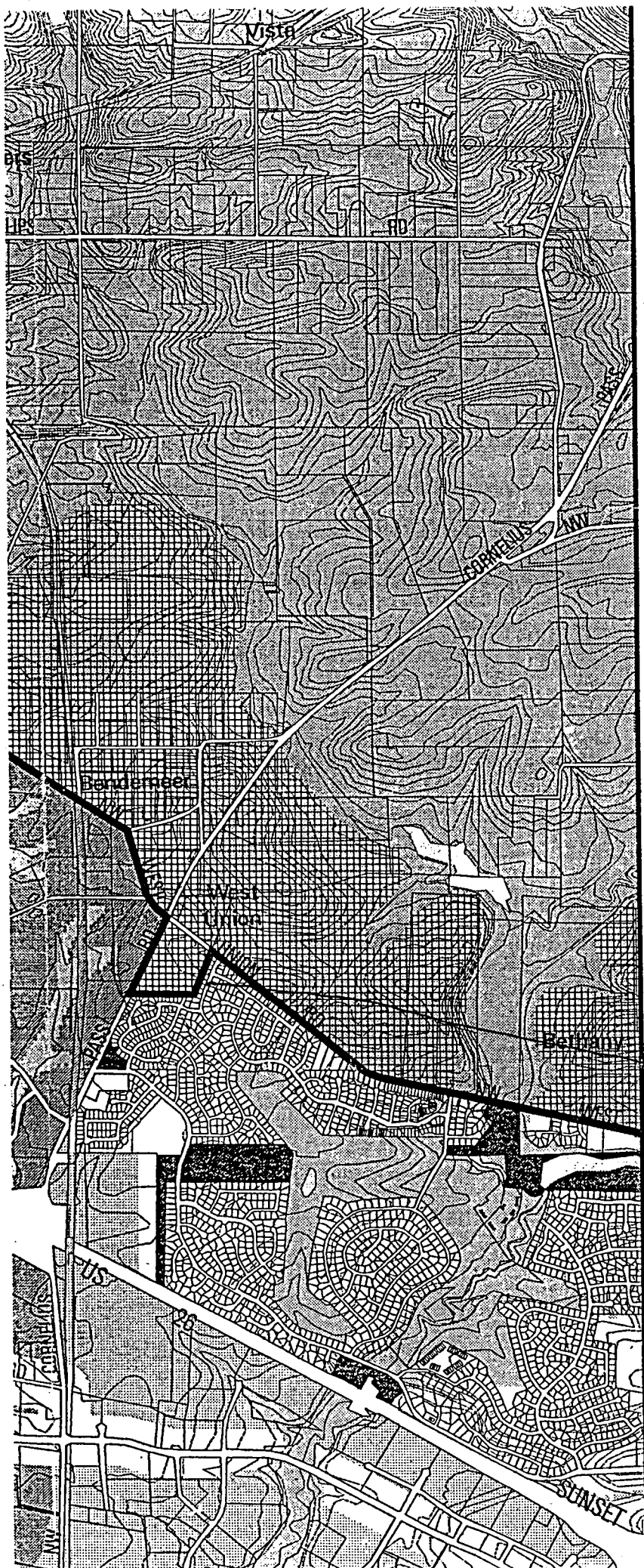
1-43

JAMES AND AMY
TUGGOTA

UNUSED 4.74 ACRES
LAND

NORTH





- Central City
- Regional Centers
- Town Centers
- Inner Neighborhoods
- Outer Neighborhoods
- Mixed-Use Employment Centers
- Industrial Areas
- Corridors
- Station Core
- Station Areas
- Main Streets
- Regional Highways
- Green Corridors
- Planned & Existing Light Rail Lines
- Proposed Light Rail Alignments
- Potential HCT Lines
- Light Rail Stations
- International Airports
- Regional Airports
- Terminals
- Rail Yards
- Rail Distribution Network
- Exclusive Farm Use
- Urban Reserve Study Area
- Rural Reserves
- Open Space
- Urban Growth Boundary
- Neighboring Cities
- Public Parks

→ LOT #1202

Draft, June 1995

This map is a graphic representation of current analysis. The information contained in this map is subject to change. This map is accurate as of May 1995



11294-185

EXHIBIT

11-23-96.

Dear Council Members,
I am writing you to please
consider getting the lot 1202 back
into Urban Reserve Study Area 64
again. As I pointed out in my letter
before, lot 1202 is completely
surrounded and bordered by commercial
properties and housing. The
Carmichael Bay Area Trust, the
north line and West Union Road border
the east line to establish perfect boundaries
for this property.

With utilities and roads already
in place, it seems this property is
in an ideal location for future expansion
I would appreciate any information
you can forward to me on our request.

Thank you for time and consideration.

Yours truly,
George Tsugawa

EXHIBIT

NOVEMBER 22, 1996

TO METRO COUNCIL:

WE ASK THAT YOU PLEASE CONSIDER INCLUDING TAX LOT #1202, 15.6 ACRES INTO THE URBAN RESERVE. WE WERE IN THE URBAN GROWTH RESERVE UNTIL RECENTLY WHEN, TO OUR HORROR, WE WERE DOWNGRADED AND LUMPED INTO U.R.S.A. #64.

THIS PROPERTY IS LOCATED ON THE S.E. CORNER OF WEST UNION AND CORNELIUS PASS ROAD IN WASHINGTON COUNTY. ALL THE PROPERTY ADJACENT TO US TO THE SOUTH AND THE EAST IS FULLY DEVELOPED WITH HOMES. COMMERCIAL PROPERTY TO THE WEST AND TO THE NORTHWEST OF US. NOW WE FIND THE PROPERTY TO THE NORTH OF US WILL BE DEVELOPED INTO AN AUTO REPAIR IN AN EXISTING STRUCTURE. WE FEEL WE ARE NOW AN ISLAND UNTO OURSELVES.

IF I COULD TAKE YOU (PHYSICALLY) TO THIS SITE I'M CERTAIN YOU WOULD UNDERSTAND OUR FRUSTRATION.

20.00 ACRES ARE PLANTED IN FILBERTS. THE TREES ARE OLD AND WE ARE LOSING MANY TREES TO THE FILBERT BLIGHT. AS OF THIS LAST STORM ON NOV. 18, 1996, WE HAVE LOST MANY LIMBS AND TREES TO SNOW AND WEATHER DAMAGE. 4.74 ACRES ARE UNUSED AS THIS IS TOO SMALL A PARCEL FOR ANYONE TO WANT TO FARM FOR US. WE ARE NOT FARMERS. WE FEEL YOUR ASKING US TO KEEP THIS SITE AGRICULTURAL IS UNREASONABLE.

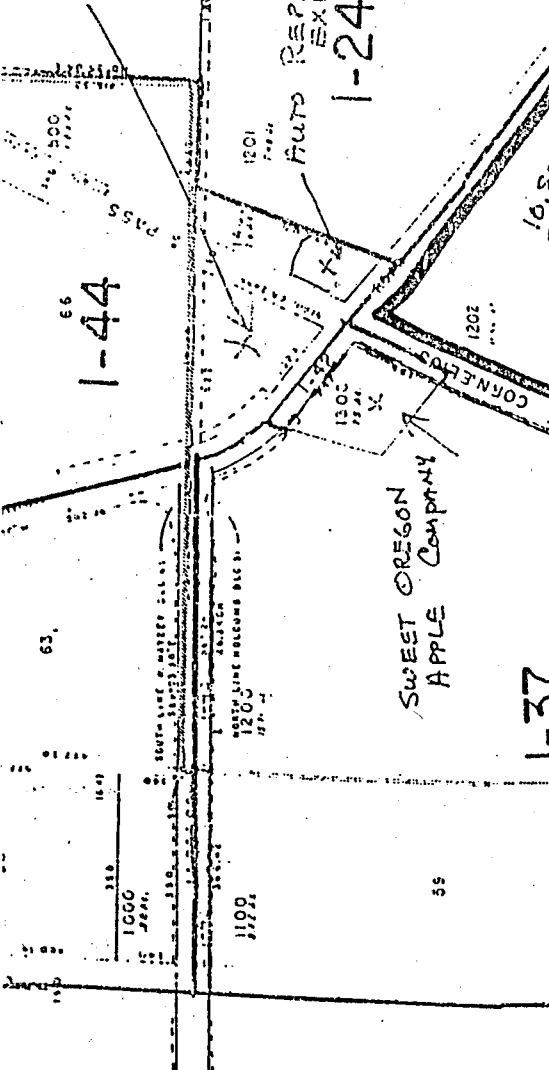
PLEASE CONSIDER THIS REQUEST. GET US INTO THE URBAN GROWTH BOUNDARY WHERE WE BELONG.

THANK YOU,

Amy M. Tsugawa
AMY M. TSUGAWA
13480 NW BURTON ST.
PORTLAND, OR 97229
645-1682

1. STATE FARM
2. HERITAGE HOME
3. C.M. VIDEO
4. T HENRE CONSTRUCT
5. SKYLING REALTY
6. WEST UNION GROCERY STORE
7. A HEAD of HAIR AND NAIL STYLE

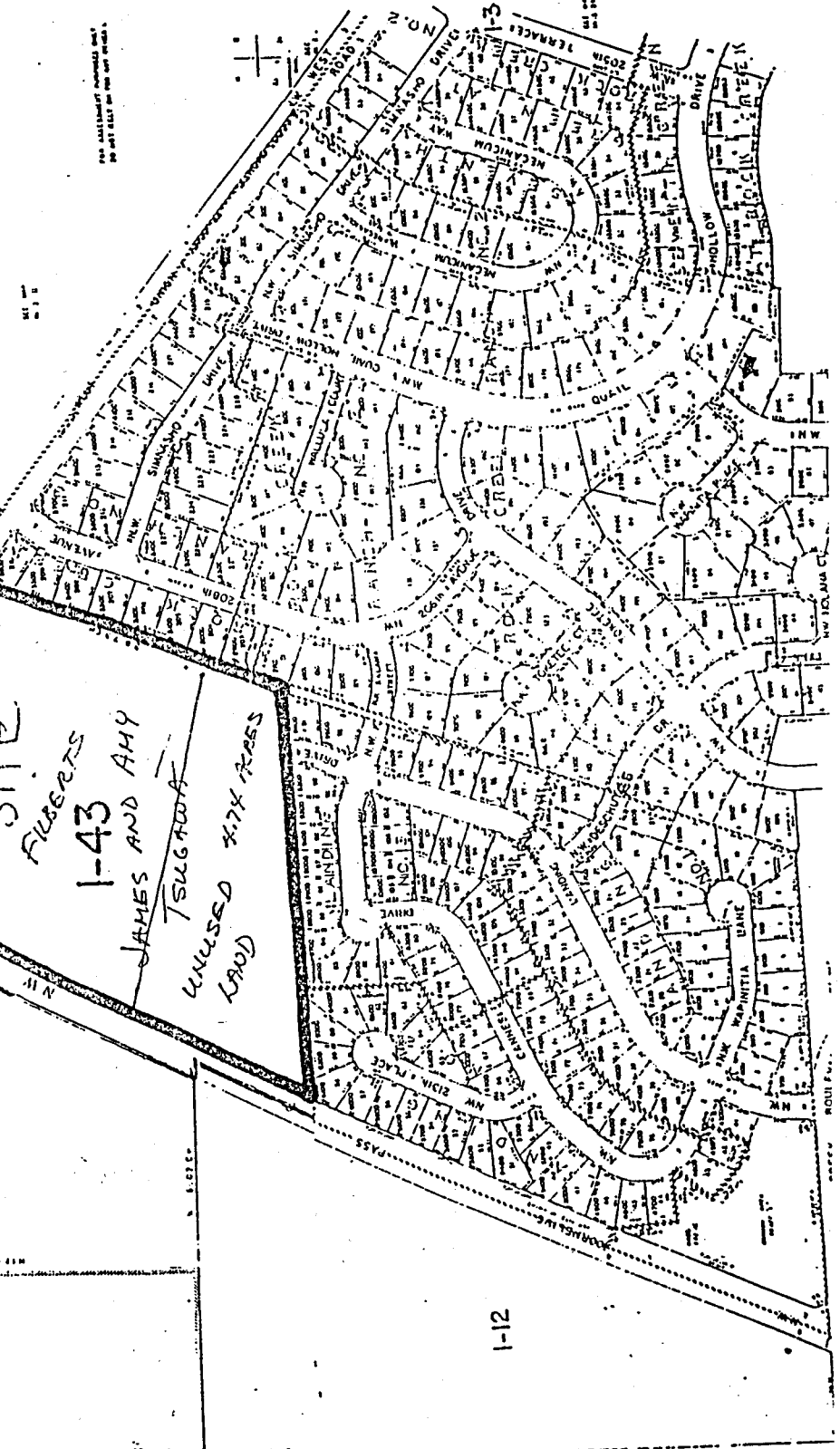
WEST UNION
VILLAGE SQUARE
SEEMAP
IN 2 13



NORTH

16.80 ACRES
FUGERTS
SITE
1-43
JAMES AND AMY
TSUGAOKA
UNUSED 474 ACRES

FOR ASSURANCE OF TITLE
SEE PLAT 100 IN THE PUBLIC RECORDS



East
145 2

JAMES AND AMY
TSUGAWA

1N214D - 1202

15.54 AC

10.80 Ac Filberts (ASC)

4.74 Ac cultivated

John G. Krautach
648-8854

Oct. 18, 1983

A297

A90

A286

354

14

32

A858

A857

A3

A289

13
23

115 (10)

Criteria:

(bb) A net improvement in efficiency would result if existing and planned surplus capacity is utilized.

A net decrease in efficiency would result if existing or planned capacity must be expanded to accommodate the additional land and the cost of expansion must be borne by the entire service district rather than just the benefitted properties. No change in efficiency would result if the benefitted property was responsible for costs of necessary increases in capacity.

Capacity is defined as the ability of available or planned public facilities and services to provide services through the long-range planning period (usually 20 years or the year 2000). Consideration is centered on, but not limited to, major facilities such as sewer trunk and treatment facilities; water transmission lines, storage and treatment facilities; collector and arterial streets; fire stations, engines and trucks; school buildings; and major storm drainage facilities.

Staff: Water: Since surplus capacity currently exists, a net improvement in the efficiency of this service would result.

Sewer: Since surplus capacity currently exists, a net improvement in the efficiency of this service would result.

Storm Drainage: The property owner would be responsible for the costs of providing these facilities. Therefore, no change in efficiency would result.

Transportation: Cornelius Pass and West Union Roads have surplus capacity. Therefore a net improvement in efficiency would result.

Fire Protection: The applicant has submitted no information on the impact that development would have on fire facilities. However, it is unlikely that it would necessitate the construction of a new station or acquisition of additional equipment. Since development would probably utilize existing facilities, a net improvement in efficiency would result.

Schools: The applicant's materials state "The West Union School District has already expressed the need to develop additional school sites to accommodate existing and projected development in the area." Development of the site would contribute to the need for additional facilities. Therefore, a net decrease in facilities would result.

Criteria: (cc) The adjustment is necessary in order to provide needed public facilities to adjacent urban land and no other practical alternatives exist to remedy the problem.

Staff: Adjacent urban land has already been provided with needed public facilities and services.

Criteria: (dd) The adjustment is necessary to moderate the cost of providing public facilities and services. Addition of urban land may be justified if the cost/unit of providing services to existing urban land can be reduced by more than 20 percent.

Staff: Adjacent urban land has already been provided with needed public facilities and services.

Criteria: (2) Maximum efficiency of land uses. Considerations shall include existing development densities in the area included within the amendment, and whether the amendment would facilitate needed development on adjacent existing urban land.

(aa) Maximum efficiency is achieved when existing urban property is developed to the extent allowed by the governing comprehensive plan.

The adjustment is needed in order to enable existing urban land to develop to the extent allowed by the governing comprehensive plan.

Staff: Residential property to the south and east has been developed to the extent allowed by the Comprehensive Plan. Industrial property to the west is vacant. However, it can develop without the subject property having an urban designation.

Criteria: (bb) The adjustment is necessary to bring rural land which is developed into the urban growth boundary to obtain needed public facilities and services.

Staff: The subject property is currently in farm use. No public facilities and services are needed to maintain the current use.

Criteria: (3) Environmental, energy, economic and social consequences. Any impact on regional transit corridor development must be positive and any limitations imposed by the presence of hazard or resource lands must be addressed.

Listening Post

112196-187

November 12, 1996

EXHIBIT

Susan McLain, Deputy Presiding Officer
Metro Council, District 4

Dear Ms McLain:

We understand that you are having a meeting tonight at Glencoe High School to discuss planning issues for future growth in Washington County. We have attached a proposal to discuss about future planning for the area called West Union which is around the interchange of West Union and Cornelius Pass Roads and located in Study Area 64. This is an historic community in existence since 1851 (recognized by Washington County) which appears to have ignored in the planning process. I do not believe that is your intent.

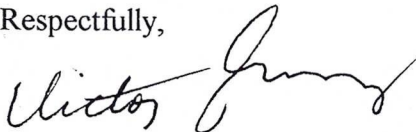
We moved to West Union in 1979 when we purchased a 16+ acre farm at what is now known as 6995 NW Cornelius Pass Road. At the time we moved here we had almost all the services we would ever need close by- a grocery store, a gas, oil, and car repair facility, a feed store which repaired small machinery, a beauty parlor, and a small restaurant called "Larry's". This historic crossroads and trade center has lost value to its residents as business after business has closed. We currently have only a smaller grocery and a beauty parlor. To get our car's gas or oil changed, we now have to go into downtown Hillsboro. Any further development to West Union is limited because of lack of proper zoning (existing businesses are "grandfathered in").

Since 1979 we have operated our farm which includes a five acre filbert orchard. The filbert orchard, which was in late prime when we acquired the property, has grown old and declined in productivity. We have considered replanting the filbert trees but when the "urban reserve areas" were being discussed several years ago, we hesitated to invest in trees that would not produce an initial crop for seven or eight years, was subject to "filbert blight", and might necessitate selling because of eventual rezoning, and thus higher property taxes.

For several years we have waited with our neighbors to learn of any changes in zoning and in the "Urban Growth Boundary". As we've waited, we have watched our community lose its' services so that the community itself is wasting away. We are fast becoming a neighborhood of strangers.

We need two things. First, we would like Metro to carefully consider the attached modest proposal for a shopping village to restore our West Union community. Second, a change of zoning of the area is needed so that the existing shopping area receives a legitimate status.

Respectfully,



Victor Gregory



Cecilia Gregory

Attachment

PROPOSAL FOR DEVELOPMENT OF CURRENT COMMERCIAL SERVICES* AND ADJOINING AREAS @ WEST UNION/CORNELIUS PASS ROADS INTERCHANGE BORDERING HILLSBORO CITY LIMITS (URBAN GROWTH BOUNDARY ON NORTH)

INTO

A VILLAGE CENTER & MIXED USE AREA-**

PROPOSAL:

- 1. TO EXPAND THE WEST UNION/CORNELIUS PASS AREA, INCLUDING THE EXISTING SHOPPING CENTER* INTO A VILLAGE CENTER** & MIXED USE AREA**
 - 2. TO INCLUDE THIS AREA IN THE URBAN GROWTH BOUNDARY**
 - 3. TO EXPAND THE EXISTING BUS SERVICES TO THE AREA**
- EXISTING MIXED USE AREA ALREADY EXISTS, HAS POTENTIAL FOR EXPANSION OF MIXED USE AREA CONCEPT
 - CITY WATER & SEWERS CURRENTLY, & CITY GAS CURRENTLY AVAILABLE
 - CABLE TV CURRENTLY AVAILABLE
 - BUS SERVICE PRESENTLY AVAILABLE 5:30 AM TO 9 AM & 3PM TO 7:45PM DAILY AT CORNER OF WEST UNION & CORNELIUS PASS ROADS
 - *EASY ACCESS FROM CORNELIUS PASS, WEST UNION & BENDEMEER ROAD HOUSING
 - ALREADY A MIXED USE AREA WITH •***EXISTING SERVICE AREA FOR MUCH OF HOUSING NORTH OF WEST UNION RD, FOR PHILLIPS RD, GERMANTOWN RD, CORNELIUS PASS RD, SKYLINE, LOGIE TRAIL, DUTCH CANYON RD, PUMPKIN RIDGE RD, HELVETIA RD, ETC
 - ***CLOSE TO INDUSTRIAL AND COMMERCIAL AREA BETWEEN CORNELIUS PASS, US 26, AND WEST UNION
 - ***WALKING/BIKING DISTANCE TO MUCH OF ROCK CREEK HOUSING DEVELOPMENT (CLOSER THAN TANASBOURNE MALL)
 - MAJOR TRANSPORTATION CORRIDOR ON CORNELIUS PASS ROAD, TRANSPORTATION CORRIDOR ON WEST UNION (ODOT REPORTED 15,000 VEHICLES PER DAY ON CORNELIUS PASS ROAD IN 1992)
 - MULTIPLE UNUSED RAILROAD TRACKS IN THE AREA SUPPORTING "TRACKS TO TRAIL" CONCEPT
 - NEED FOR ADDED HOUSING BORDERING INDUSTRIAL AREA TO THE NORTH-----

* "GRANDFATHERED IN"

** SUPPORTED BY CPO 7 AT 1995 MEETING

*** THE TANASBOURNE MALL DEVELOPMENT IS NOT AN EASY OPTION FOR SHOPPING BECAUSE (1) DISTANCE IS ALMOST 5 MILES FROM THE CORNELIUS PASS -WEST UNION INTERCHANGE (2) TANASBOURNE HAS A FRAGMENTED ARRANGEMENT WHICH NECESSITATES DRIVING FROM STORE TO STORE AND CROSSING EVERGREEN, 185TH, WALKER RD AND OTHER SMALL STREETS BECAUSE OF THE "STRIP MALL" CONCEPT OF TANASBOURNE'S DEVELOPMENT (3)THE NATURE OF TANASBOURNE'S DEVELOPMENT IS "UNMALL-LIKE" AND MAKES SHOPPING DIFFICULT BECAUSE DISTANCES BETWEEN BUSINESS OFTEN NECESSITATES CROSSING MORE THAN ONE STREET; STREETS WHICH HAVE LONG AND UNCOORDINATED TRAFFIC LIGHTS (WASTING GASOLINE AND INCREASING POLLUTION)

SERVICES THAT COULD BE SUCCESSFULLY DEVELOPED IN PART OF STUDY AREA 64 INCLUDE

- SHUTTLE TO PLANNED LIGHT RAIL (WITH PARKING AVAILABLE FOR COMMUTERS AT SHUTTLE SITE)
- GASOLINE STATION (PRESENT UNTIL 5 YEARS AGO; NO GASOLINE AVAILABLE BETWEEN HILLSBORO AND SCAPOOSE OR INDUSTRIAL AREA (BOTH ON US 30))
- SMALL RESTAURANT/ COFFEE SHOP (PRESENT UNTIL 5 YEARS AGO; OREGON APPLE CO. IS NOT A FULL SERVICE RESTAURANT)
- FARM & EQUIPMENT REPAIR SHOP (PRESENT UNTIL 10 YEARS AGO)
- DRY CLEANERS (WITH POSSIBLE WASHER/DRYER COMPONENT)
- DAY CARE FACILITY
- BANKING SERVICES (POSSIBLY THROUGH USE OF ATM)
- PATH FOR WALKING/RUNNING AROUND THE PERIMETER OF THE SHOPPING CENTER WITH EXERCISE & RESTING POINTS SPACED AT APPROPRIATE DISTANCES
- BIKE PATH (BOTH CORNELIUS PASS & WEST UNION ROADS ARE FAVORITES FOR BIKING GROUPS IN GOOD WEATHER)
- ROOM FOR FARMERS' MARKET IN SUMMERTIME
- MEETING ROOM FOR CIVIC ORGANIZATIONS SUCH AS AA, GARDEN CLUB, VARIOUS OTHER SOCIETIES, EDUCATIONAL ACTIVITIES THROUGH CONTINUING ED & PCC, ETC
- SMALL EXERCISE FACILITY
- LIMITED BUSINESS CENTER
- MAIL CENTER (LIKE MAIL BOXES)
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SOME SERVICES THAT CURRENTLY EXIST IN OR NEAR STUDY AREA 64 ARE:

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An orderly, mixed use, multipurpose, and quality development of the West Union area, harmonious with the existing natural areas and current services, would be a benefit to the community.

**ADAMS, DeBAST, HELZER, McFARLAND,
RICHARDSON & UFFELMAN**

ATTORNEYS AT LAW

EXHIBIT

RODNEY C. ADAMS
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HALL STREET STATION
4500 S.W. HALL BOULEVARD
BEAVERTON, OREGON 97005-0504
TELEPHONE (503) 644-2146
FAX (503) 646-2227

November 12, 1996

Susan McLain
Metro Service District
Urban Reserve
600 NE Grand Ave
Portland OR 97232

Re: Pacific Plastics Area 64

Dear Ms. McLain:

Pacific Plastics is a plastic pipe manufacturer manufacturing drainage pipe, sewer pipe, water pipe and continuous plastic for fiber optic cross country installations. They have existed on the same 9 plus acre tract for well over 25 years. This 9 plus acre tract is zoned as Rural Industrial. The remainder part of this property is zoned as EFU.

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 - a. Covered storage warehouse
 - b. One to two additional bays for line production
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Contacts to Date: We have met with Washington County relative to expansion and with the City of Hillsboro relative to inclusion of area within the Urban Reserve Area.

Susan McLain
Metro Service District
November 12, 1996
Page 2

The County sees almost no possibility for expansion onto the EFU site and the City of Hillsboro indicates they would support the expansion of this area within the Urban Reserve Boundary.

Choices for Pacific Plastics:

Pacific Plastics "must expand" its production and storage capability. Its first choice is to expand on site. This would add somewhere between 30 and 40 new jobs to the economy. The second choice if unable to expand on site, Pacific Plastics would be required to re-locate at least part of the production (possibly the polyethylene lines) to another location (possible Baker City, Oregon) at a substantial cost. The relocation would reduce employment at subject site by approximately 60 employees.

The third choice, if production can not be increased or be split into two areas as a last resort, the site would have to be abandoned in which case the entire employment base would be lost.

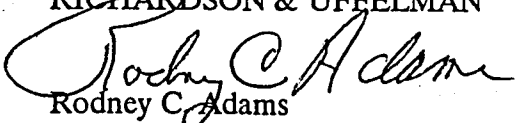
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3. The AF-5 area lying north of West Union and south of site precludes farming for most of the area.
4. The railroad spur tracks are one of the few remaining spur tracks available in Washington County to service industrial production. Railroad spur is necessary for the delivery of raw material resins and shipping of product.
5. While Hillsboro has a supply of industrial property, there is a lack of industrial property with railroad access, which is needed for many industrial users.

We will be in attendance at the hearing on November 12, 1996 to provide further information.

Very truly yours,







ADAMS, DeBAST, HELZER, McFARLAND,
RICHARDSON & UFFELMAN



Rodney C. Adams

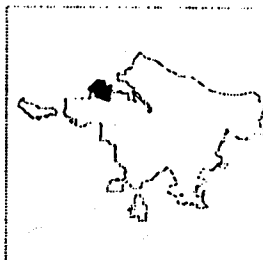
RCA:mm
cc: Pacific Plastics

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 #64

Acres	EFU Acres
615.91	400.000



600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742



~~AREA
T.
BE
ADDED~~

Bendemeer

West
Union

Bethany

November 21, 1996

EXHIBIT

Susan McLain, Deputy Presiding Officer
Metro Council, District 4

Dear Ms McLain:


You had a meeting on 11/12/1996 at Glencoe High School to discuss planning for future growth in Washington County which all Metro Council members did not attend. We have attached a proposal to plan for the area called West Union which is around the intersection of West Union and Cornelius Pass Roads and located in part of Study Area 64. Since 1851 West Union (recognized by Washington County) has been a mixed commercial and residential which appears to presently have been ignored in the planning process. We do not believe that is your intent.

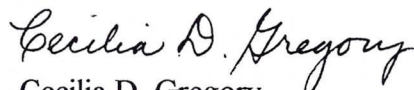
We moved to West Union in 1979 when we purchased property at what is now known as 6995 NW Cornelius Pass Road. At the time we moved here we had almost all the services we would ever need close by- a grocery store, a gas station and car repair facility, a feed store which repaired small machinery, a beauty parlor, and a small restaurant called "Larry's". Since 1979 this historic crossroads and trade center has lost value to its residents as business after business has closed. We currently have only a small grocery and a beauty parlor. To get our car's gas or oil changed, we now have to go into downtown Hillsboro. Further commercial development of West Union is limited because of lack of proper zoning (existing businesses are "grandfathered in").

According to Metro's plan "retail investment will be encouraged in existing centers". This does not appear to be the case for West Union. It is an "existing center", however, restrictions imposed on it by current zoning preclude further development. It is gradually being choked out of existence even though it serves many residents from much of the area north and south of West Union Road including the Rock Creek development, Phillips, Germantown, Old Pass, Bendemeer, Old & New Cornelius Pass, Jacobson, Croen, Skyline, Helevtia, Jackson Quarry, Dick & Rock Creek Roads & Logie Trail. It abuts and serves a closeby industrial area and is near land for a proposed high school.

With the exception of two persons, everyone giving testimony at Metro's November 12th meeting (held at Glencoe High School) emphasized partitioning Study Area 64 by excluding farm land. We believe that the continuation and strengthening of the existing West Union community is the primary reason for inclusion of Study Area 64 (or at least part of it) in Urban Reserve lands so that eventually (and we hope soon) the existing shopping/commercial are around the West Union/ Cornelius Pass Roads intersection can be preserved and developed. **The infrastructure is all there-** electric power, natural gas, busline, city water, sewer, housing, adjacent industrial area with multiple businesses and factories, and two major transportation corridors.

Respectfully,


Victor Gregory


Cecilia D. Gregory

**PROPOSAL FOR DEVELOPMENT OF CURRENT COMMERCIAL
SERVICES* AND ADJOINING AREAS @ WEST UNION/CORNELIUS
PASS ROADS INTERCHANGE BORDERING HILLSBORO CITY LIMITS
(URBAN GROWTH BOUNDARY ON NORTH)
INTO
A VILLAGE CENTER** & MIXED USE AREA**

PROPOSAL:

- 1. TO EXPAND THE WEST UNION/CORNELIUS PASS AREA,
INCLUDING THE EXISTING SHOPPING CENTER* INTO A
VILLAGE CENTER** & MIXED USE AREA**
- 2. TO INCLUDE THIS AREA WHICH IS PART OF STUDY AREA 64
IN THE URBAN GROWTH BOUNDARY**

The following support such development:

- THIS PARCEL HAS SUPPORTED MIXED USE INCLUDING BUSINESS/COMMERCIAL SERVICES SINCE 1851
- EXISTING MIXED USE AREA ALREADY EXISTS, HAS POTENTIAL FOR COMPREHENSIVE PLANNING TO EXPAND MIXED USE IN AREA
- WATER, SEWERS & NATURAL GAS ARE CURRENTLY AVAILABLE AT INTERSECTION
- BUS SERVICE AVAILABLE TO CORNER OF WEST UNION & CORNELIUS PASS RDS
- EASY ACCESS FROM CORNELIUS PASS, WEST UNION, BENDEMEER & JACOBSON RD
- ***CURRENTLY PROVIDES SERVICES FOR MUCH OF THE AREA NORTH & SOUTH OF WEST UNION RD INCLUDING PHILLIPS, GERMANTOWN, OLD & NEW CORNELIUS PASS, JACOBSON, CROEN, SKYLINE LOGIE TRAIL, HELVETIA, JACKSON QUARRY,, DICK & ROCK CREEK RDS
- ***CLOSE TO DEVELOPED & UNDEVELOPED INDUSTRIAL & COMMERCIAL AREA BETWEEN CORNELIUS PASS, WEST UNION, HELVETIA RDS & SUNSET HIGHWAY
- ***WALKING/BIKING DISTANCE FOR MUCH OF ROCK CREEK DEVELOPMENT (CLOSER THAN TANASBOURNE MALL) & MULTIPLE OTHER NEARBY HOUSING AREAS
- MAJOR TRANSPORTATION CORRIDOR ON CORNELIUS PASS ROAD, TRANSPORTATION CORRIDOR ON WEST UNION (ODOT REPORTED 15,000 VEHICLES PER DAY ON CORNELIUS PASS ROAD IN 1992)
- MULTIPLE UNUSED RAILROAD TRACKS IN THE AREA SUPPORT METRO'S "TRACKS TO TRAILS" PROGRAM
- CLOSE SERVICE AREA FOR PROPOSED LAND RESERVED FOR NEW HIGH SCHOOL

* "GRANDFATHERED IN"

** SUPPORTED BY CPO 7 AT 1995 MEETING, JOHN BREILING

*** THE TANASBOURNE MALL DEVELOPMENT IS NOT AN EASY OPTION FOR SHOPPING BECAUSE (1) DISTANCE IS ALMOST 5 MILES FROM THE CORNELIUS PASS - WEST UNION INTERCHANGE (2) TANASBOURNE HAS A FRAGMENTED ARRANGEMENT WHICH NECESSITATES DRIVING FROM STORE TO STORE AND CROSSING EVERGREEN, 185TH, WALKER RD AND OTHER SMALL STREETS BECAUSE OF THE "STRIP MALL" CONCEPT OF TANASBOURNE'S DEVELOPMENT (3) THE NATURE OF TANASBOURNE'S DEVELOPMENT IS "UNMALL-LIKE" AND MAKES SHOPPING DIFFICULT BECAUSE DISTANCES BETWEEN BUSINESS OFTEN NECESSITATES CROSSING MORE THAN ONE STREET; STREETS WHICH HAVE LONG AND UNCOORDINATED TRAFFIC LIGHTS (WASTING GASOLINE AND INCREASING POLLUTION)

SERVICES THAT COULD BE SUCCESSFULLY DEVELOPED IN PART OF STUDY AREA 64 INCLUDE

- SHUTTLE TO PLANNED LIGHT RAIL (WITH PARKING AVAILABLE FOR COMMUTERS AT SHUTTLE SITE)
- GASOLINE STATION (PRESENT UNTIL 5 YEARS AGO; NO GASOLINE AVAILABLE BETWEEN HILLSBORO AND SCAPOOSE OR INDUSTRIAL AREA (BOTH ON US 30))
- SMALL RESTAURANT/ COFFEE SHOP (PRESENT UNTIL 5 YEARS AGO; OREGON APPLE CO. IS NOT A FULL SERVICE RESTAURANT)
- FARM & EQUIPMENT REPAIR SHOP (PRESENT UNTIL 10 YEARS AGO)
- DRY CLEANERS (WITH POSSIBLE WASHER/DRYER COMPONENT)
- DAY CARE FACILITY
- BANKING SERVICES (POSSIBLY THROUGH USE OF ATM)
- PATH FOR WALKING/RUNNING AROUND THE PERIMETER OF THE SHOPPING CENTER WITH EXERCISE & RESTING POINTS SPACED AT APPROPRIATE DISTANCES
- BIKE PATH (BOTH CORNELIUS PASS & WEST UNION ROADS ARE FAVORITES FOR BIKING GROUPS IN GOOD WEATHER)
- ROOM FOR FARMERS' MARKET IN SUMMERTIME
- MEETING ROOM FOR CIVIC ORGANIZATIONS SUCH AS AA, GARDEN CLUB, VARIOUS OTHER SOCIETIES, EDUCATIONAL ACTIVITIES THROUGH CONTINUING ED & PCC, ETC
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- MAIL CENTER (LIKE MAIL BOXES)
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ADAMS, DeBAST, HELZER, McFARLAND,
RICHARDSON & UFFELMAN

112196-190

ATTORNEYS AT LAW

EXHIBIT

ADAM C. ADAMS
PAUL J. DeBAST
RICHARD G. HELZER
BARBARA P. McFARLAND
JAMES B. RICHARDSON
JOHN E. UFFELMAN

HALL STREET STATION
4500 S.W. HALL BOULEVARD
BEAVERTON, OREGON 97005-0504
TELEPHONE (503) 644-2146
FAX (503) 646-2227

FAX TRANSMITTAL SHEET

Date: 11-12-96

Time: _____

FAXED
America

Total pages to be sent, including this page: 3

TO:

Susan McFarland

FAX NO.:

797-1793

PHONE:

FROM:

Rod Adams

Special notes/instructions:

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**ADAMS, DeBAST, HELZER, McFARLAND,
RICHARDSON & UFFELMAN**

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November 12, 1996

Susan McLain
Metro Service District
Urban Reserve
600 NE Grand Ave
Portland OR 97232

Re: Pacific Plastics Area 64

Dear Ms. McLain:

Pacific Plastics is a plastic pipe manufacturer manufacturing drainage pipe, sewer pipe, water pipe and continuous plastic for fiber optic cross country installations. They have existed on the same 9 plus acre tract for well over 25 years. This 9 plus acre tract is zoned as Rural Industrial. The remainder part of this property is zoned as EFU.

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Susan McLain
Metro Service District
November 12, 1996
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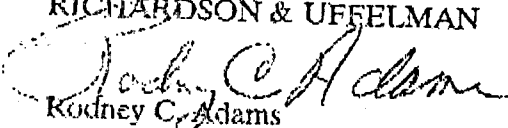
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Very truly yours,

ADAMS, DeBAST, HELZER, McFARLAND,
RICHARDSON & UFFELMAN


Rodney C. Adams

RCA:mmm

cc: Pacific Plastics

112196-191

11-12-1996

EXHIBIT

Dear Susan McLain,

I am writing in response to a letter I received from neighbor. I have included it and I hope you will please take the time to read my differing opinion.

I was very pleased to see the area surrounding the West Union and Bendemeer neighborhoods were deleted from the urban reserves study area. I have lived in this neighborhood since 1984. I grew up 3 miles from here. My family has been farming on the corners of Helvetia and Phillips Roads for 93 years. The Jossy family (my family as well, almost adjacent to our farm) has farmed there for over a hundred years. Collectively my family owns over 400 acres in the Helvetia area. Land we have kept intact for 6 generations when others in the area before good land use divided up their farms into 5 acre lots for the short term gain and permanently destroying its productivity.

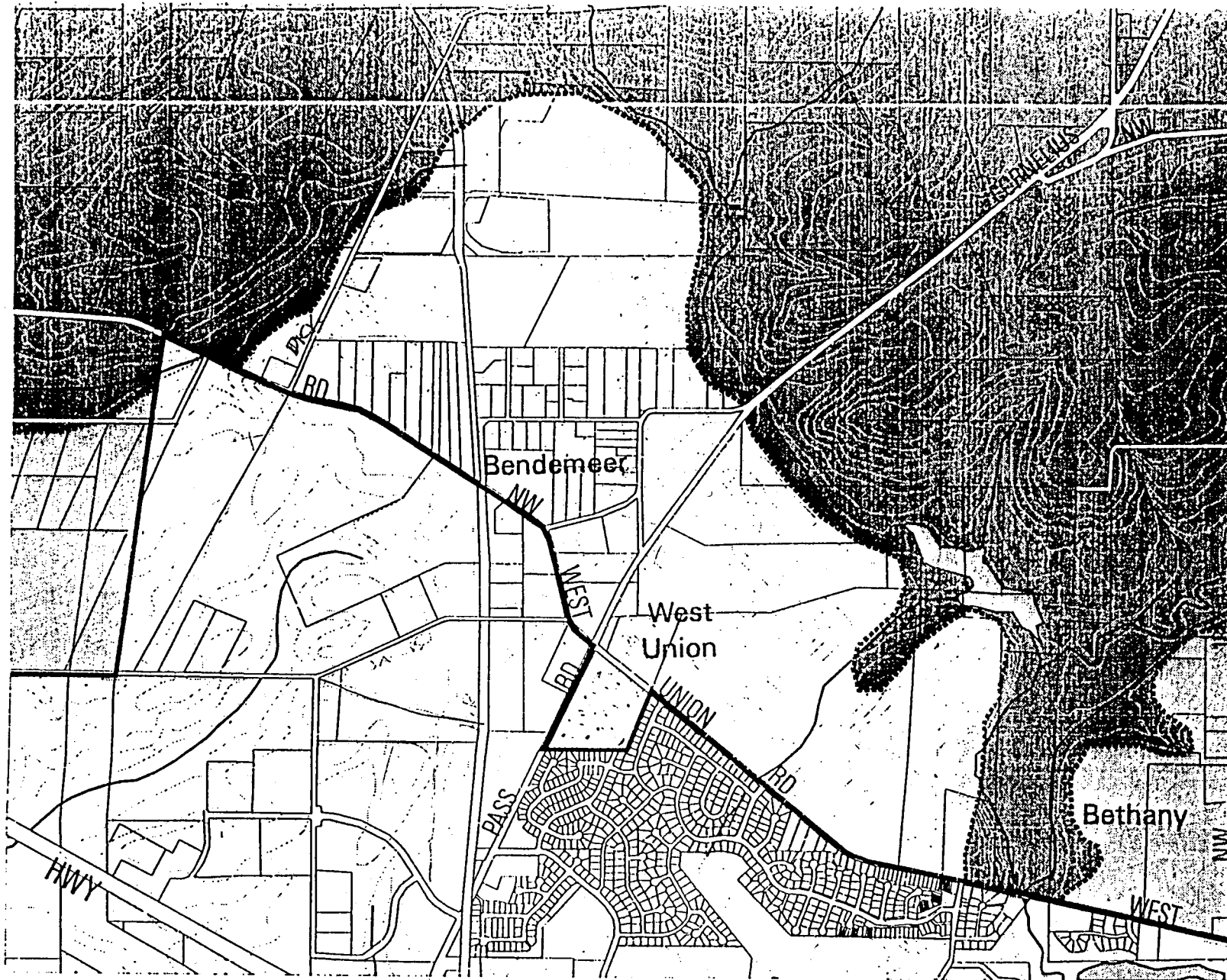
My uncle owns a small parcel land in this West Union Urban Reserve adjacent to the Pacific Plastics Inc. The fact that plant moved into the area before land use was enacted is also a good argument for why good land use laws are important. Farming and industrial sites are not symbiotic. Increased traffic makes moving equipment almost impossible to the point of life threatening. Pacific Plastics is not a good steward of the land even though they should; being surrounded by land zoned agriculture. My uncle has had repairs to very expensive farm equipment due to the garbage thrown over the fence. To walk along the railroad next to the Pacific Plastics it is not a pleasant sight. It is mess and if I knew how to get it corrected I would.

This is a long way of saying the buffers between agriculture, industry and neighborhoods like my neighbor proposes must be large, due to the traffic they generate. Industry is very close to our farms now. We have had increased troubles because of traffic and vandalism and theft. By allowing the West Union area to become a urban reserve would further endanger our lively holds. The Jossy farm is a stone's throw from the most northwest corner of the reserve. The farm land in the Willamette Valley is some of the most productive in the world. We need no irrigation to produce some of the finest yields anywhere. I recently read that in order to eliminate global hunger the world's food production would need to increase 400 %. It becomes rather frightening when you see so many good farms being replaced with housing and industry. This is why I applaud your efforts to preserve what we have and I am almost certain without the strict land use that was implemented in the 1970's our farming family would have been destroyed.

Thank-you for your time, please feel free to phone 629-5925.

Teresa Grossen Brandt

Teresa Grossen Brandt









R L I S

Regional Land
Information System

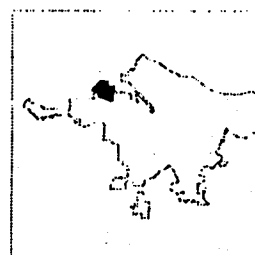
Urban Reserve Study Areas

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 #64

Acres EFU Acres
615.91 400.00



600 NE Grand Ave
Portland, OR 97232-2736
(503) 747-1742



11/8/96

To: West Union Area Residents

From: Van Raden and Tappendorf families

Hello,

This note is about the process which will culminate around the middle of December with the Metro council voting on which pieces of land will be reserved for future expansions of the urban growth boundary. State law mandated that reserves be established to meet the metro area's need for land for 30 to 50 years. This process is not to be repeated for at least 30 years!

You live within urban reserve study area (URSA) 64. This area did not score high enough to make the Executive Officer's (Mike Burton's) recommendation to be included in the reserves. The primary reason is that there are 400 acres of good farm ground within URSA 64's 616 total acres. State law directs METRO to avoid including agricultural lands in the reserves if possible.

We believe that it is important that 'West Union' make the cut. This will allow, as economic forces dictate, redevelopment to more fully meet the needs of local residents. Wouldn't it be nice not to have to drive to Tanasborne, North Plains, or Hillsboro for most goods and services. We like the idea of walking to the neighborhood dry cleaner or ice cream shop. If URSA 64 doesn't come into the reserves now it probably will be a very long time before 'West Union' has a chance to become the neighborhood resource it was and would naturally become free of artificial restraint (UGB).

We feel that URSA 64 can be brought into the reserves by advocating to the METRO council that the boundary be

redrawn per the attached map. The changes leave primarily land of the type the state has directed be first priority for future development. There is precedent for changing the boundaries of URSAs. METRO staff used this procedure to clean up some of the other study areas when putting together their Sept. 3 recommendations. Also the City of Sherwood has requested this treatment for one of their study areas.

Get involved. It isn't too late. METRO councilors are inviting written and oral testimony to help them make an informed decision. They will be at Glencoe High School on Tuesday, Nov. 12 at 5:30 P.M. or you may write to:

Susan McLain
Metro Councilor
600 N.E. Grand Ave.
Portland, Ore. 97232-2736

Phone 503-797-1700
Fax 503-797-1797

Let them know what y o u think!

**ADAMS, DeBAST, HELZER, McFARLAND,
RICHARDSON & UFFELMAN**

EXHIBIT

ATTORNEYS AT LAW

RODNEY C. ADAMS
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TELEPHONE (503) 644-2146
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November 21, 1996

Metro Service District
600 NE Grand Ave
Portland OR 97232

Re: Urban Reserve Study Area #64

Dear Chairman, John Kristad and Members of the Council:

Since appearing at the first meeting of the Metro Council, solely on behalf of Pacific Plastics relative to Urban Reserve Area #64, we have had an opportunity to review the entire exception area and have been contacted by other owners, including the VanRadens. We wish to draw several items to your attention that effect this study area and make it a much more viable candidate for inclusion in the Urban Reserve Area, other than many other areas scoring much higher that you have been looking at. The reasons for my assertion are as follows:

1. As you can see from the aerial photograph that we are submitting this evening at the meeting, a substantial portion of this area is all ready committed to urban uses and is exception lands within the Statewide definitions. There is a small strip mall in the area with a substantial grocery store and office buildings, as well as beauticians and realtors.
2. On another side of the intersection, we have an automobile maintenance shop with numerous bays. In fact the shop is as large as any automobile shop that I have seen in the Beaverton area and is privately owned and operated and not a franchise operation. At the southwest center of the intersection, there is a newly developed farmer's market selling products of all sorts and descriptions.

To exclude this area from the Urban Reserve Boundary Area, while including other areas that are currently totally committed to agriculture production, makes very little sense.

3. In addition to the commercial centers at the intersection and north of the intersection at Cornelius Pass and West Union, there is a sizable number of homes located on small parcels with developed streets and lotting patterns similar to any other residential city development.

4. Lastly, lying just two parcels separated to the north, you have the fully developed 10 acre tract of Pacific Plastics with 20 additional undeveloped acres, which has been in existence on the site for in excess of 25 years, which has been fully and totally developed for the production of plastic pipe of all kinds. The amount of investment in this site alone exceeds \$4,000,000.

- a. In addition, this site is one of the very few sites in the Hillsboro region that is serviced by rail line, which is needed for the further development of the Pacific Plastics business operation. There has been some discussion among counsellors that this line is to be abandoned for the Rails to Trails program and our client's investigation with the railroad, itself, indicates that there is no plan to cease service to the Pacific Plastics site so long as the Pacific Plastics site remains in operation.

The largest reason that Area #64 has been downgraded in the point numbers given by the executive director seems to be the large amount of agricultural land in the area, most of which lies principally on the north side of West Union and east of Cornelius Pass Road, with one small piece lying north of the Pacific Plastics plant itself.

We are suggesting to the Metropolitan District Council that in the event you do not see fit to include the whole of Area #64, within the Urban Reserve Area in your final decision, that one option open to you is to leave out some of the agricultural land on the northeast side of the intersection of West Union and Cornelius Pass and also an option to exclude that property lying north of Pacific Plastics. That would have the following effect:

- A. It would preserve most of the agricultural land within the study area, while bringing in only those small parcels of ground, many of which are already surrounded by development.
 - B. It would bring into the Urban Reserve Area those areas that are all ready committed to urban use and who have the need for urban services, "exception lands and surrounding property".
 - C. It would preserve one of the very few remaining industrial sites with railroad access that remains in the Hillsboro industrial base.

Such a modified proposal would be met with strong endorsement by almost all of the owners and residents within the Study Area #64, and is quietly supported by the City of Hillsboro, itself, and would withdraw and nullify most of the opposition from farmers and agricultural associations in the region.

In closing, the community of West Union is one of the oldest rural/urban communities in Washington County. To totally and completely ignore its existence while forming these urban reserve study boundaries is a true mistake. We urge your inclusion of this Area #64 into the Urban Reserve Area for inclusion by Metro.

Metro Service District
November 21, 1996
Page 3

I wish to have this letter submitted into evidence at the hearing on November 21, 1996, and will try desperately to have someone present it formally, as I give my apologies for being injured on the morning of November 19th and find myself dictating this from a hospital bed.

Very truly yours,

ADAMS, DeBAST, HELZER, McFARLAND,
RICHARDSON & UFFELMAN

A handwritten signature in cursive script, reading "Rodney C. Adams". The signature is written in dark ink and is positioned above the printed name.

Rodney C. Adams

RCA:mm

cc: Pacific Plastics
VanRaden

EXHIBIT

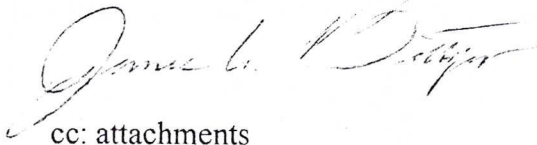
James A. Bottger
6315 N. W. 185th
Portland, Or 97229
Dec. 9, 1996

Dear Susan McLain,

I am requesting that 17 acres of my 31.10 acre tax lot 2000 be included in the 2040 Urban Reserve Study Plan. Properties on the east and west sides are already in that plan!

Attached are studies that I have made to help determine a fair use for this property. The wetlands could be cranberry bogs and/or a beautiful park while 17 acres could be choice home sites.

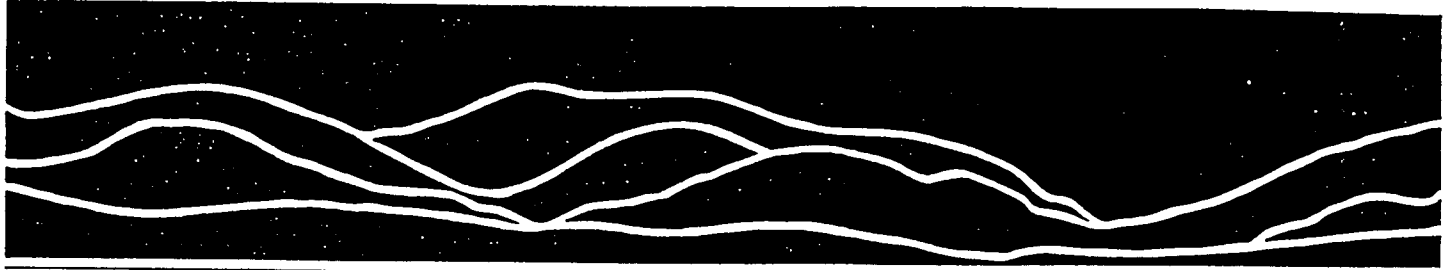
Thank you for your assistance!



cc: attachments

GORDON E. DAVIS

1020 SW TAYLOR, SUITE 555
PORTLAND, OREGON 97205
503) 248-1185
503) 227-7221 - FAX
503) 250-0386 - MOBILE



PROPERTY DEVELOPMENT SERVICES
PUBLIC AFFAIRS CONSULTING
STRATEGIC PLANNING

December 11, 1995

James Bottger
6315 NW 185th
Portland, Oregon 97229

RE: TL 2000, 1N 2 13
Development Feasibility

Dear Mr. Bottger

You have asked me to review your property to evaluate the feasibility of receiving development approvals for some portion of your property. The following exhibits are attached to this letter:

- Parcel Map
- Portion of Linnton Quadrangle Analysis of Region 2040 Growth Concept , Draft June 1995
- Habitat Delineation - David Brown & Associates, October 13, 1995 (with Exhibit 4 in color)
- Vicinity Map - 100-year floodplain, Wetlands, and Hydro, David Evans & Associates

Discussion

The parcel is 31.10 acres, is zoned Exclusive Farm Use and is surrounded on both the east and west by existing urban reserve areas. The parcel is north of and adjacent to West Union Road and the existing Urban Growth Boundary. Rock Creek traverses a portion of the property. The property is in an area generally known as Bethany, in the northeastern portion of Washington County.

As can be seen from the David Brown report, the property is covered with mixed vegetation, approximately 14 acres of which are classified as wetlands. The remaining approximately 17 acres are considered uplands. The majority of the 31 acres are within the Rock Creek 100 year

floodplain. Except for the Rock Creek stream bed and adjacent riparian area, the remainder of the property is Verboort silty clay loam with an agricultural capability rating of IIIw-2. The designated urban reserve areas to the east and west are this same soils series and capability rating.

By comparing the existing urban reserve designation from the Metro 2040 maps with the designated 100 year floodplain, it is clear that the 100 year floodplain has been used to define the boundaries of the existing urban reserve areas to the east and west of this property. It is also clear that if not for the floodplain, this property would have been included in the original designation of urban reserve lands in the Bethany area, north of West Union Road and west of 185th Avenue.

The designation of the existing Bethany urban reserve areas assumed satisfaction of factors 3 - 7 of Goal 14 for those lands. However, the existence of the 100 year floodplain does not in itself disqualify land from satisfying Goal 14 factors, particularly the ESEE analysis of factor 5. In addition, Washington County Development Code, Section 421 allows construction in the 100 year floodplain on either urban or rural lands provided specific development standards are met. Such an acknowledged code provision is consistent with the Goal 14 factors.

Therefore, since the only difference between the adjacent urban reserve lands and this property is the 100 year floodplain and since urban levels of development are permissible within such floodplain areas, this property qualifies as urban reserve. Those portions of the property that are not developable (the wetlands and Rock Creek floodway) are regulated by other provisions in Washington County's code and through state and federal wetland regulations in the same manner as other urban lands.

Development Potential

Under the assumption that this property can be considered urban reserve and that it is then suitable to be brought into the Urban Growth Boundary along with the adjacent properties, it is possible to evaluate the development of the property for urban intensity uses.

Clearly only the approximately 17 acres of non-wetland land can be considered as having development potential. While it is possible to get a permit to fill in wetland areas, it is very difficult, particularly for fills exceeding one acre. For purposes of this analysis, it is assumed that only the 17 acres are potentially developable.

Using Figure 4 from the Brown report, the Mixed Evergreen and Mixed Deciduous areas are the non-wetland areas and therefore potential development areas.

If the property were to be developed alone (separate from the adjacent property), access would have to be provided through a portion of the Wet Meadow area and would most likely require a wetland fill permit. I estimate the amount of fill would be approximately one half acre. Such fill, if permitted, would require mitigation (replacement wetlands) of .75 to 1.0 acres. In addition, if the Mixed Evergreen area was to be part of the total development program of the property, Rock Creek

would have to be crossed which might involve additional wetland fill. If the property were to be developed with the adjacent parcels, no creek crossing would be required and access would not need to cross wetlands.

To the extent that all of the Mixed Deciduous and Mixed Evergreen areas were part of a development plan, a floodplain modification plan would be needed. This plan would be based in part, on filling the proposed lots/homesites to elevate them 1 foot above the 100 year floodplain level. The loss of hydraulic capacity in the floodplain resulting from that fill would have to be off-set by a comparable excavation in another area (a non-wetland area).

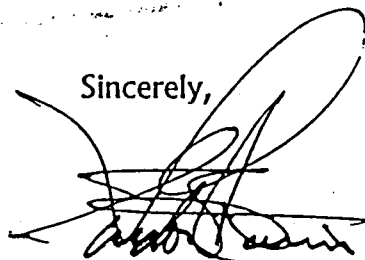
Without doing an engineering study, it is not possible to determine exactly how much land would be required to off-set the lost hydraulic capacity from the fill (e.g. one might be able to excavate deeper than the depth of the fill and thereby take up less area than the fill). The most conservative assumption is that for every square foot filled, a square foot of area would need to be excavated. Therefore approximately one half of the 17 acres (8.5 acres) could be used for homesites and one half would be needed for hydraulic capacity replacement.

Conclusion

It is not an unreasonable assumption that 50 percent of the 17 acres would be the net developable area since the shape of the potential development area does not lend itself to an efficient layout of homesites and some portion of the uplands might be needed for wetland mitigation. At a density of 6 units per acre, this would yield 51 homesites.

If you have any questions about this report and my findings and conclusions, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Gordon E. Davis", written over a horizontal line.

Gordon E. Davis

c: Don Palmer, Palmer, Groth & Pietka

David Brown & Associates, Inc.
Environmental Engineers and Geologists
434 N.W. 19th Avenue, Suite 101
Portland, Oregon 97209
(503) 796-7690
Fax 796-7691

October 13, 1995

Jim Bottger
6315 N.W. 185th Avenue
Portland, Oregon 97229

Subject: **Habitat Delineation**
 31.10 Acre Property

Dear Mr. Bottger:

David Brown & Associates, Inc. conducted research and a detailed field investigation in order to delineate the different ecological habitats present on your 31.10 acre property located in Northwest Portland. This delineation was completed with the understanding that the data was required for property appraisal purposes. The following discussion summarizes the results of these tasks.

Data Review and Research

This task included the collection and review of relevant data, readily available at public and private agencies. The sources of information reviewed include the Army Corps of Engineers, US Fish and Wildlife, Oregon Department of State Lands, Oregon Department of Fish and Wildlife, US Geological Survey (USGS), Metro Regional Government, and Northern Lights Photographic Studio.

USGS Quadrangle Maps The Hillsboro and Linnton 7-1/2 minute Quadrangle Maps, which depict the subject property, were reviewed for topographic and hydrological data. The ground elevation on the property varies from approximately 160 to 240 feet above Mean Sea Level. This variation in topography is due primarily to the presence of Rock Creek and an un-named tributary, which flow onto the northeast end of the property and exit at West Union Road, on the south end. Holcomb Lake is present directly north of the property. The north and west sides of the property are at a much higher elevation than the south side. A majority of the interior and south side of the property is fairly level at approximately 170 feet above Mean Sea Level. Please refer to Figure 1, attached to this letter.

Aerial Photographs Sequential aerial photographs were reviewed for the following years: 1956, 1964, 1969, 1971, 1973, 1977, 1980, 1984, 1986, 1988, 1990, 1990, 1992, and 1994. The review

of these photographs revealed dynamic changes to the drainage regime of the property over the years due to natural and man made-processes. In the 1964 aerial, Rock Creek was visible meandering on the south side of the property. The route of the creek appears very different as it does today. The 1969 aerial depicts the creek full of water and evidently dammed on the south side of the property. The tributary which flows onto the west side of the property is also full of water. The 1977 aerial, taken in October, reveals the distribution of deciduous trees and evergreen trees due to the color variations. The evergreen trees appear in the north and northeast portions of the property. Photographs from the 1980's do not reveal the drainage pathways due to the tree canopy. The 1990 and 1992 aerials reveal the southeast portion of the property primarily covered with herbaceous plants rather than deciduous trees as before. Copies of the 1964, 1992, and 1994 aerials are attached.

NWI Maps National Wetland Inventory (NWI) Maps, created by the US Fish and Wildlife, delineate wetland boundaries based on the analysis of high altitude aerial photography. The delineations contain information on the type of wetlands present and are depicted as overlays to US Geological Survey Topography Quadrangle Maps. The Hillsboro Quadrangle NWI Map depicting the subject property was obtained and reviewed. The map depicted an area on the property south and east of Rock Creek as wetland habitat. The area was defined by the NWI code PFOC; Palustrine Forested Wetland with a water regime modifier of Seasonally Flooded.

USGS Soil Survey Maps Soil Survey Maps from the US Geological Survey were reviewed to determine the presence of hydric soils. The soils identified on the map for the subject property are primarily Verboort and Helvetia series. The Verboort series consists of poorly drained, silty clay loam of a dark brown and grayish-brown color. The soil is subject to flooding and stream bank erosion is severe. The Helvetia series appears on the northeast portion of the property and includes moderately well drained, dark yellowish-brown silty clay.

Flood Insurance Rate Maps These maps, published by the Federal Emergency Management Agency, depict the 100-year flood zones. Panels 361B, 375B, and 342B of the Washington County, Unincorporated Areas map series were reviewed. These maps revealed that the area south of Holcomb Lake, extending to West Union Road, and along Rock Creek were depicted as Zone A. This zone designation represents an "Area of 100-year flood; base flood elevations and flood hazard factors not determined". Based on the topography of the subject property, a portion of the north and east sides of the site are most likely above this zone. A topographic survey of the property would be required to confirm this assumption.

Personal Interviews : Discussions with you have revealed that drainage on the property has been very dynamic due to natural processes such as creek damming by beavers, and by man-made processes such as agricultural runoff from the nursery stock farms in the area. These processes were evident in historic aerial photographs. Other important issues are the presence of a 100-year flood plain in the area. It is our understanding that the Corps of Engineers and Washington County proposed the construction of earth dams at two different times in the past. The dams were proposed in order to create water detention to reduce the peak 100-year flows through Rock Creek. Both plans would have resulted in the flooding of a portion of the subject property.

Field Investigation and Delineation

An environmental engineer from David Brown & Associates, Inc. conducted a site investigation to determine the types of habitats present on the property and to map the approximate boundaries of the wetland areas based on vegetation, soils, and topographic breaks. An abbreviated species list was compiled for each prominent habitat type. All five habitat areas are mapped on Figure 4, attached to this report. The following areas were identified.

Mixed Evergreen: This area primarily occupies the north side of Rock Creek in the northwestern portion of the property, but extends slightly south of the creek. The dominant canopy species are Western Redcedar (*Thuja plicata*), Douglas Fir (*Pseudotsuga menziesii*), and Red Alder (*Alnus rubra*). The groundcover is dominated by Creeping Oregon Grape (*Mahonia repens*), Dull Oregon Grape (*Mahonia nervosa*), Sword Fern (*Polystichum munitum*), and Bracken Fern (*Pteridium aquilinum*). This area is characterized by higher elevations, a thick ground covering of organic material, and very mature trees, some of which are 24 inches in diameter and greater. This area is approximately 6.5 acres.

Upper Creek Banks: This area bordered Rock Creek and represented a transition zone between the evergreen forest and the creek bottom. The dominant canopy species are Big Leaf Maple (*Acer macrophyllum*), Pacific Yew (*Taxus brevifolia*), and Western Redcedar. The groundcover consists of Sword Fern, Bracken Fern, Snowberry (*Symphoricarpos albus*), Highbush Cranberry (*Viburnum edule*), Trailing Blackberry (*Rubus ursinus*), Inside-out Flower (*Vancouveria hexandra*), and White Trillium (*Trillium ovatum*). The creek banks contain steep slopes as a result of erosion, especially on the north side of the creek where the ground elevation rises to 240 feet above sea level. The lower creek banks were heavily eroded and contained little vegetation. The south side of Rock Creek is relatively flat at the top of the bank and the transition between habitats occurs rapidly. This area is approximately 1.90 acres.

Mixed Deciduous: This habitat is located south of Rock Creek in the interior of the property and along the western property boundary. This area is flat with few topographic breaks and contains a canopy which is less dense than the previous areas. The canopy species include Big Leaf Maple, Red Alder, Oregon Ash (*Fraxinus latifolia*), Black Cottonwood (*Populus trichocarpa*), and White Oak (*Quercus garryana*). The subcanopy included Wild Rose (*Rosa nutkana*), Stinging Nettle (*Urtica dioica*), and Trailing Blackberry. Various grasses covered the ground, especially along the trails. This area is approximately 10.45 acres.

Wet Meadow: This habitat is located on the south and east sides of the property. This area has been flooded in the past by damming of the downstream portion of Rock Creek and by agricultural drainage from the east tributary. The meadow most likely experiences seasonal flooding in the winter months. The vegetation includes herbaceous and shrubby species such as Reed Canarygrass (*Phalaris arundinacea*), Soft Rush (*Juncus effusus*), Red Osier Dogwood (*Cornus stolonifera*), Willow (*Salix spp.*), and Douglas Spiraea

(*Spiraea douglasii*). Disturbed areas such as the trails are covered by Buttercups (*Ranunculus spp.*). Aerial photographs and the presence of dead tree trunks indicate that this area was once covered by deciduous trees described above. Changes in the hydrology by agricultural activities may have resulted in the increased flooding of this area, causing the trees to die. This area is approximately 9.50 acres.

Bottomland: This area is characterized by deciduous trees present in the Mixed Deciduous area, but with a limited subcanopy. The groundcover includes monotypic areas of wetland species such as Smartweed (*Polygonum spp.*) It is evident that this area experiences flooding under certain conditions, but not consistent enough to kill the nonwetland species of trees. This area is approximately 2.75 acres.

Based on this delineation, two of the five areas identified contain wetland species and would require a complete wetland delineation prior to development. Rock Creek and its banks are also considered jurisdictional wetlands. Crossings or diversions would require a cut and fill permit from the Department of State Lands.

Therefore, for the purposes of evaluating developable land on the property, two of the habitats, totaling approximately 16.95 acres, were found to be potentially usable as home-sites. The first area, Mixed Evergreen, contains obligate upland species. The soil type and the elevation of this area, identified on the northwest side of the property, are consistent with the upland vegetation identified. The second area, Mixed Deciduous, contains upland and transitional, or water tolerant species. Since this area may be located within the 100-year flood zone, a topographic survey may be required prior to further assessment.

This evaluation was conducted for property appraisal purposes only and was not meant to be a wetland delineation for a cut and fill permit application.

Should you have any questions regarding the delineation or evaluation, please do not hesitate to call.

Sincerely,
David Brown & Associates, Inc.

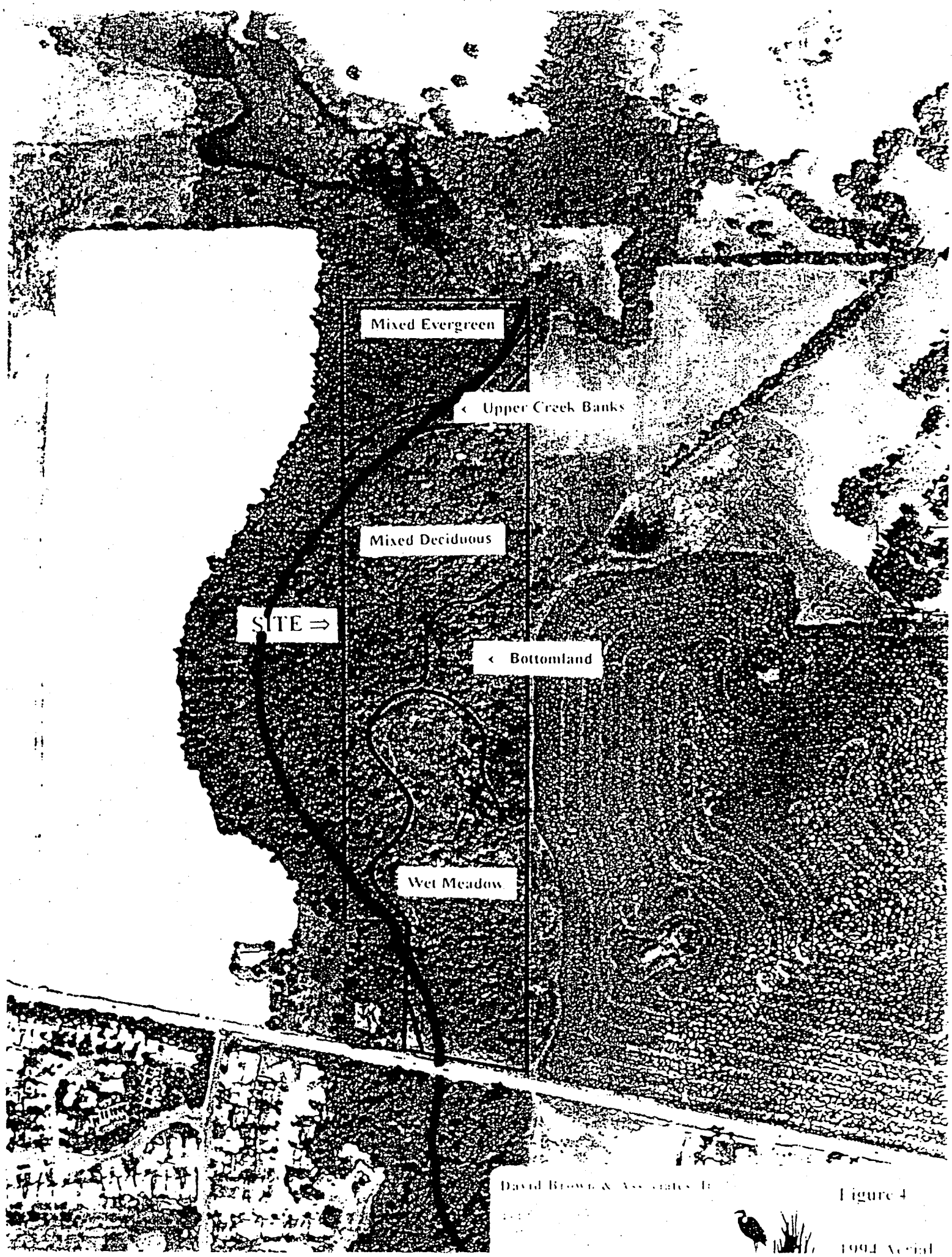
Karann E. Brandt

Karann E. Brandt
Environmental Engineer

42
19d (Creek Bed)

cc: Don Palmer

ATTACHMENTS



Mixed Evergreen

< Upper Creek Banks

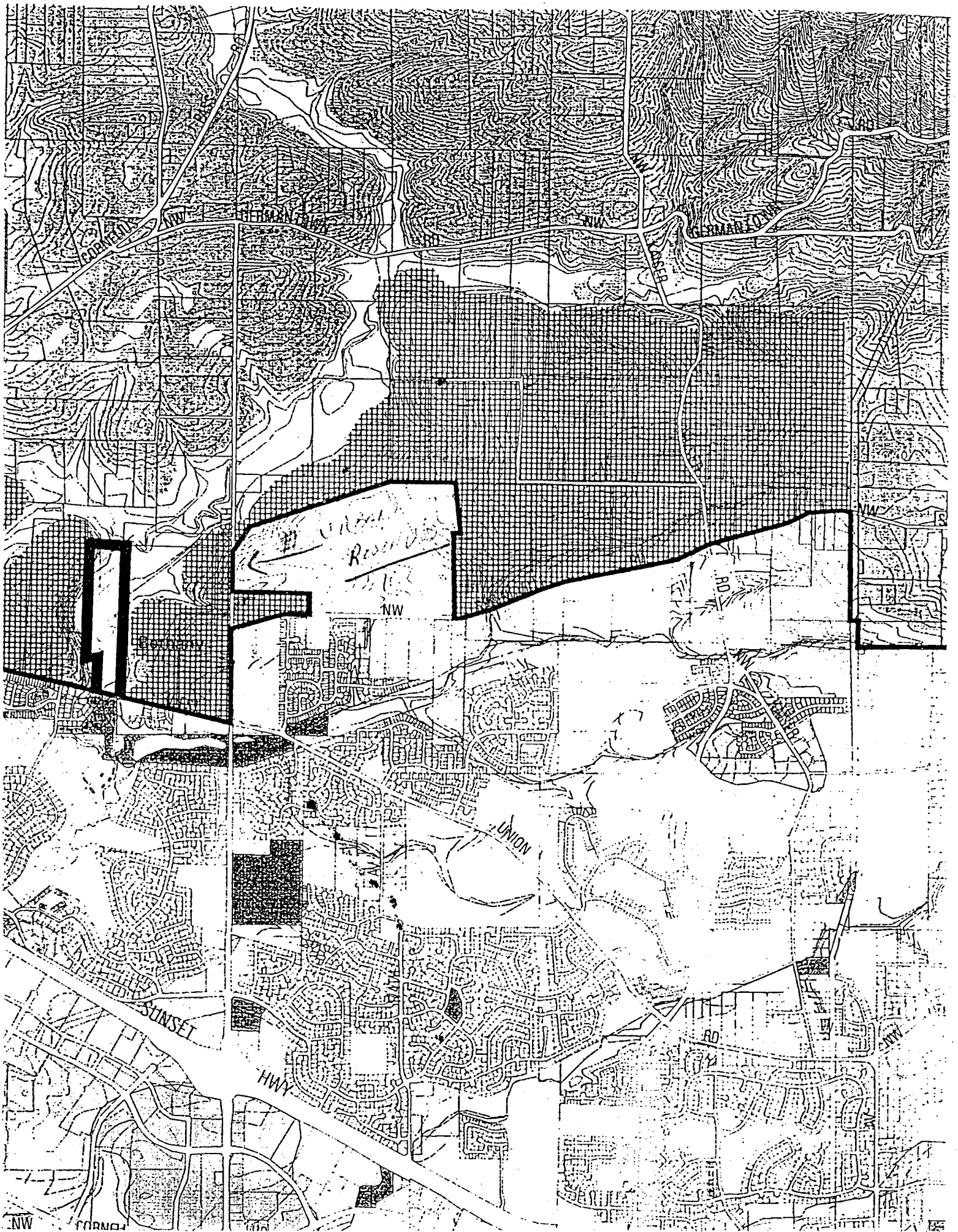
Mixed Deciduous

SITE =>

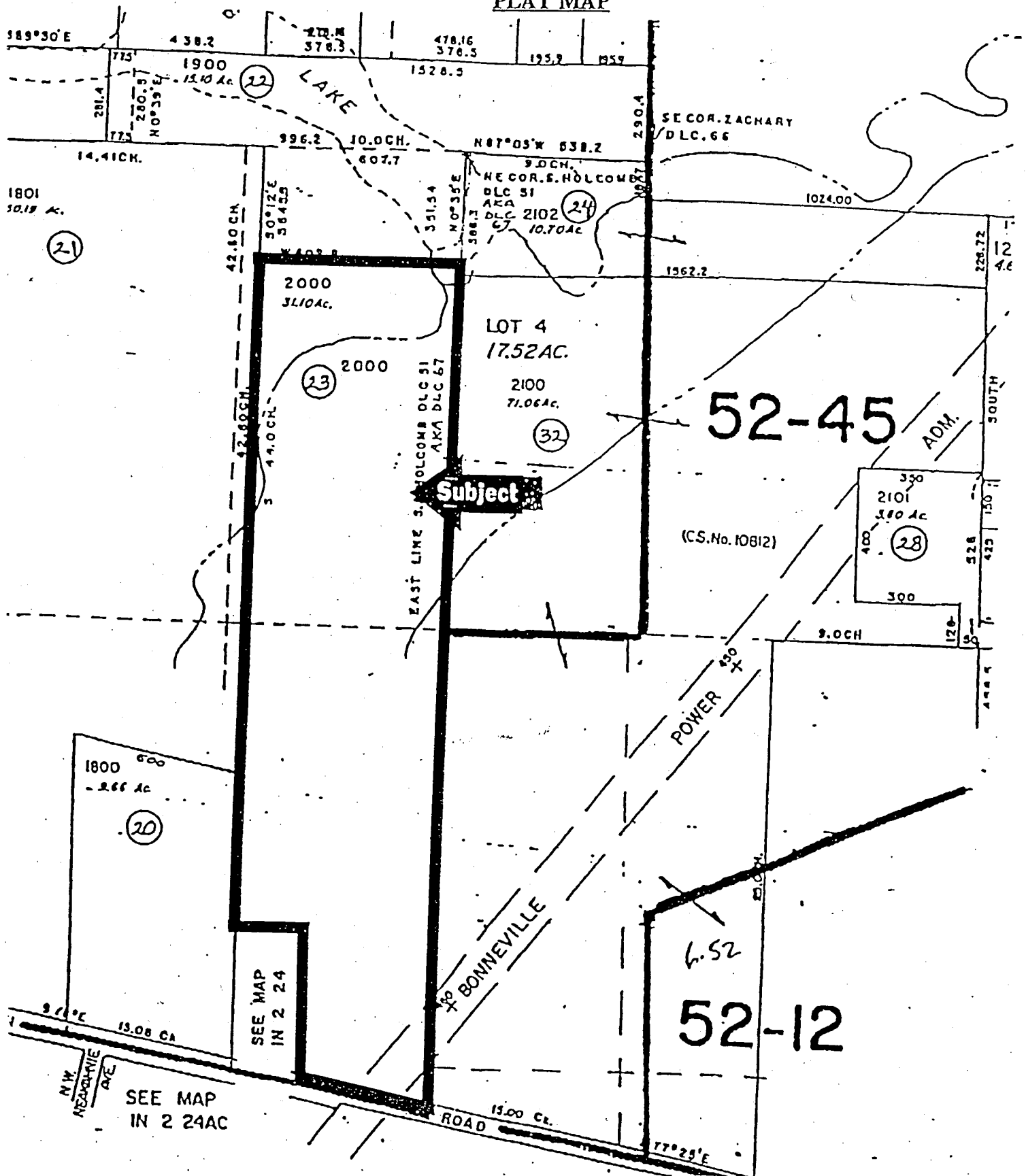
< Bottomland

Wet Meadow





PLAT MAP





WASHINGTON
COUNTY,
OREGON

EXHIBIT

December 2, 1996

65 - No
59 - Yes

Metro Councilors
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: Urban Reserves

On behalf of the Washington County Board of Commissioners, the following comments are provided regarding your considerations of Urban Reserves.

We endorse the comments recently provided you by MPAC concerning urban reserves/

We encourage the Metro Council to make tentative final decisions regarding urban reserve areas and provide the opportunity to local governments to review and comment on your tentative final decisions before final adoption.

In light of recent election outcomes, the Board's concern has been heightened regarding the ability to fund necessary services to the urban reserve areas when they do urbanize. We are also extremely concerned about our ability to fund the planning work required for urban reserve areas and required by the recently adopted Urban Growth Management Functional Plan.

Finally, in regard to specific urban reserve study areas, the Board supports the removal of URSA #65 from a potential designation. However, the Board supports the inclusion of URSA #59 as modified by the City of Cornelius testimony to the Metro Council.

We look forward to reviewing your tentative final decisions regarding Urban Reserve Areas.

Sincerely,

Linda Peters







Linda Peters
Chair

cc: Board of County Commissioners

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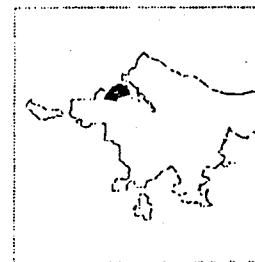
Urban Reserve Study Areas

Adopted By
Metro Council 2-8-96

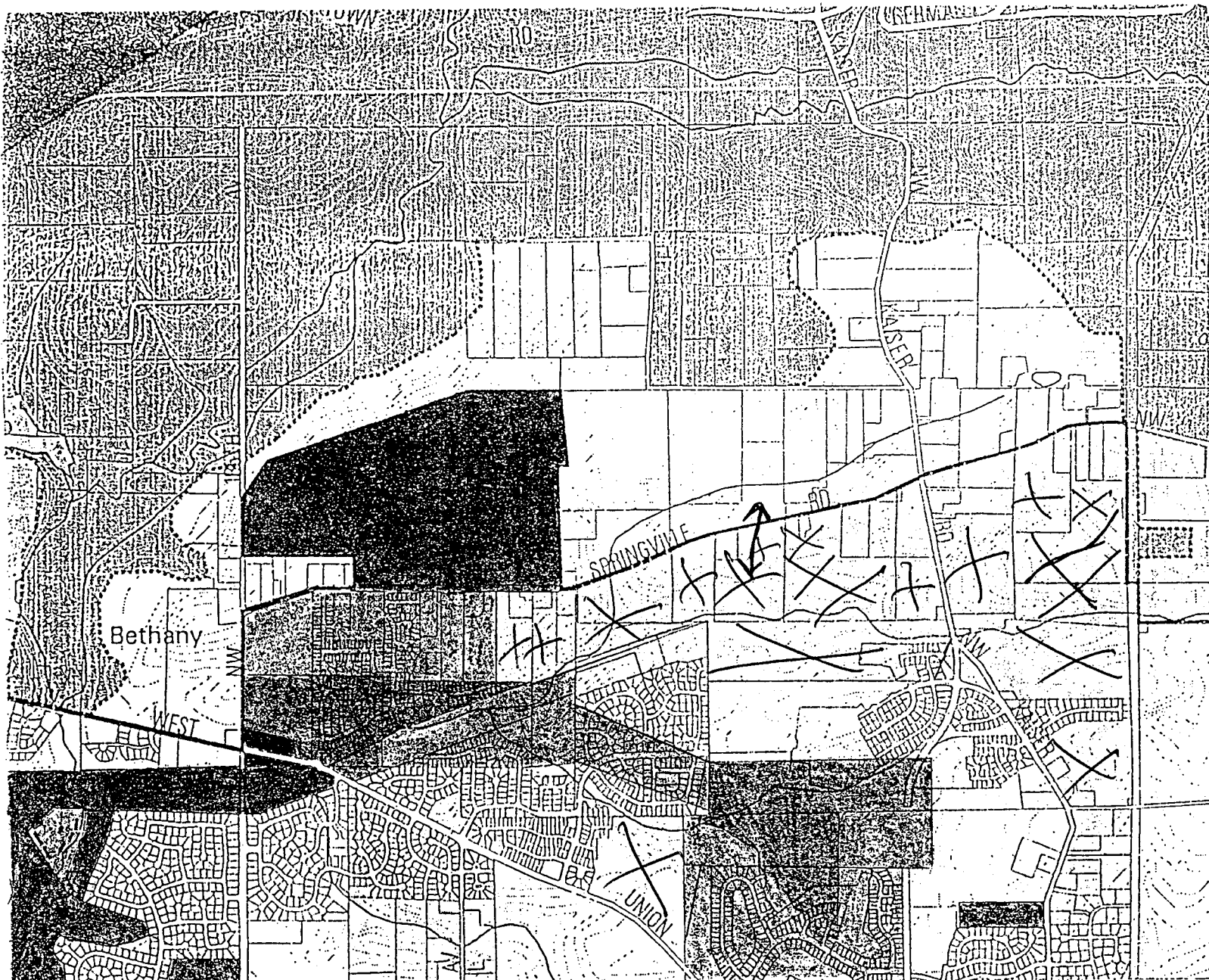
-  This Map's URSA
-  UGB
-  Other URSA's
-  Outside UGB and URSA's
-  Specific Study Area
-  Urban Growth Boundary

MAP #65

Acres EFU Acres
540.67 285.492



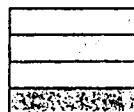
600 NE Grand Ave
Portland, OR 97231-2736
(503) 797-1742



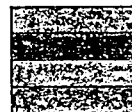
11/9/plm/altres.cov, plot date: February 28, 1996

Land Use Districts*

Residential 5 units per acre
Residential 6 units per acre
Residential 9 units per acre
Residential 15 units per acre









Residential 24 units per acre
Neighborhood Commercial
Community Business District
Institutional



*Sources: Bethany Community Plan and Sunset West Community Plan, December 31, 1994,
Washington County Department of Land Use and Transportation, Planning Division

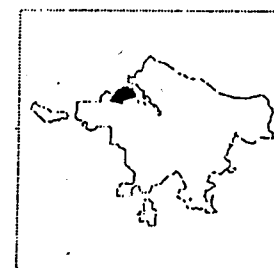
Urban Reserve Study Areas

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 #65


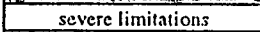
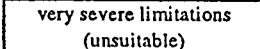
Acres EFU Acres
540.67 285,492



600 NE Grand Ave
Portland, OR 97231-3236
(503) 777-1242

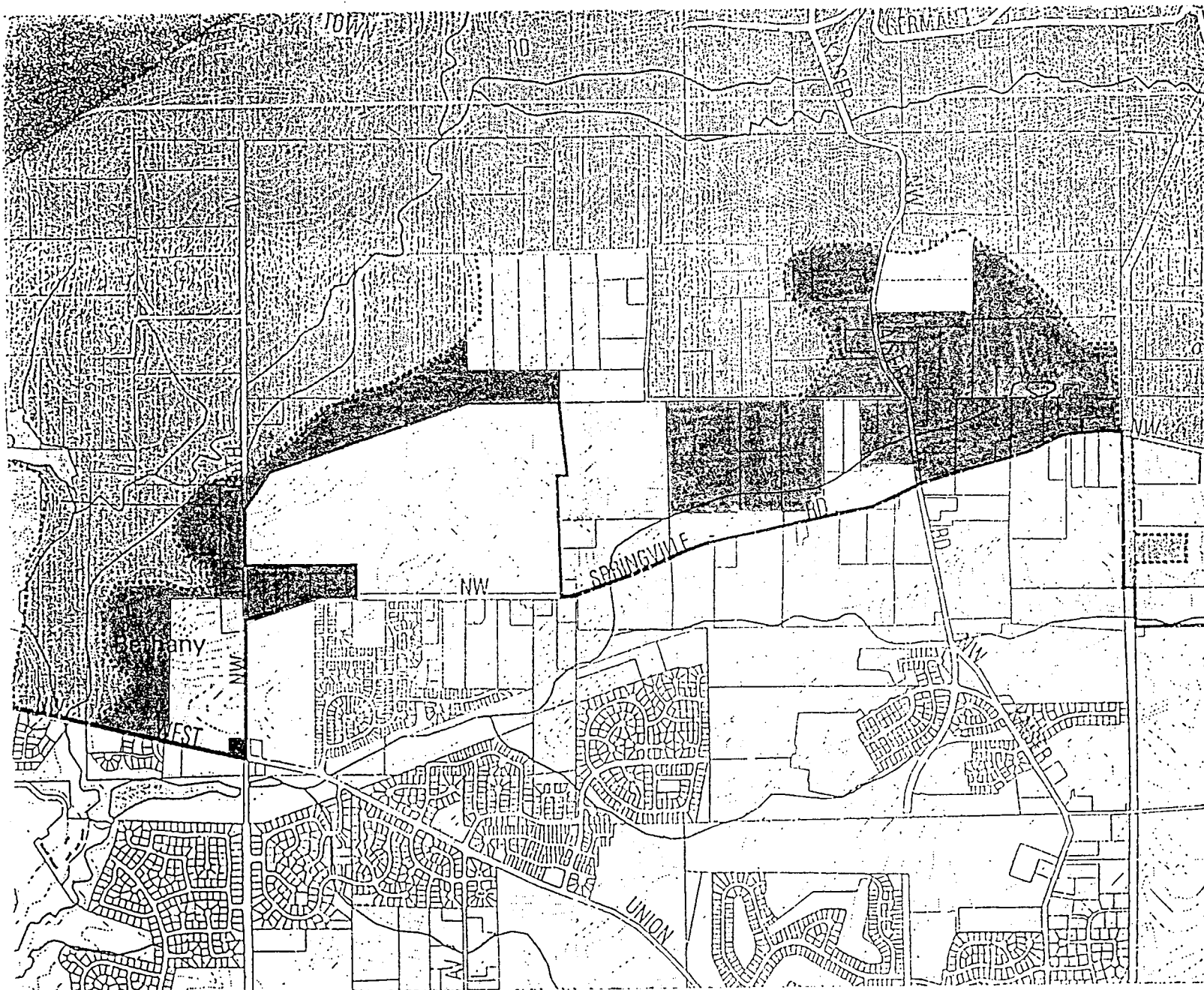


URSA 65 Soils Classification*

Class II:	 moderate limitations
Class III:	 severe limitations
Class IV, VI:	 very severe limitations (unsuitable)

*Source: Soil Survey of Washington County, Oregon, United States
Department of Agriculture Soil Conservation Service, 1982.

95-013/plsmaltes/cov, plot date: February 28, 1996



Regional Land
Information System

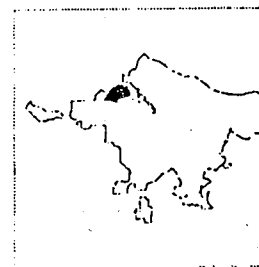
Urban Reserve Study Areas

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 #65

Acres EFU Acres
540.67 285.492



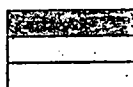
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1201



rw/plm/mba/cov, plot date: February 28, 1994

Land Use Districts*

Exclusive Farm Use (EFU)
Agriculture and Forest - 20 (AF-20)
Agriculture and Forest - 10 (AF-10)



Agriculture and Forest - 5 (AF-5)
Rural Commercial (R-COM)



*Source: Rural/Natural Resource Plan, December 31, 1994,
Washington County Department of Land Use and Transportation



11/21/96 - 195

EXHIBIT

Binger Road

214 \ 156 \ 516 \ 144

Sprayville Road

78. acres

1,024 sq. ft.

12.9 - DUCT

From:

Gary Mitting

October 7, 1996

Honorable Susan McClain, Metro Councilor,
Growth Management Committee Chair
Mr. Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland, Oregon 97124

RE: Urban Reserve Study Area (URSAs)

Dear Councilor McClain and Executive Officer Burton:

W&H Pacific, Inc. represents property owners who own land in one of the Urban Reserve Study Areas (URSAs) in Washington County. Enclosed you will find a petition from property owners of lands within URSA #65 who support inclusion of their property as an Urban Reserve area. Many of these residents have lived in the area for over 20 years and have tried unsuccessfully to farm the land.

There are many features of URSA #65 that meet the criteria used for selection as an Urban Reserve, which we believe were incorrectly assessed by the URSA analysis tool. We would like to present URSA #65 as a case study to highlight some of the problems with the assumptions and analytical methods used by Metro their "initial" analysis of URSAs. We offer our analysis of these issues as a refinement of the Executive Officer's first draft presented on September 3, 1996. Finally, we would suggest some adjustments to the URSA analysis factors that would result in a recommendation of more Urban Reserve areas in Washington County, including URSA #65.

Enclosed you will find three maps presenting information for one of the URSAs in Washington County that was not recommended for inclusion in the Executive Officer's recommendation. URSA #65 has an overall score of 45 points, according to the URSA analysis tool provided by Metro staff. The "cut-off" for URSAs to be included in the Executive Officer's recommendation was 49.5 points.

Below are highlights of some issues for your consideration:

- **Current UGB Household and Employment Capacity:** At its October 3, 1996, meeting, the Metro Council accepted the Urban Growth Report and approved nine variables to determine the existing capacity of the UGB. The approved variables produce a shortfall of approximately 4,100 acres to the current UGB. When the household and employment



numbers are applied to the URSA analysis tool, it results in a need of approximately 18,000 acres of Urban Reserve lands. We support the Council's approval of these nine variables and urge you to use the UGB capacity shortfall as policy direction to choose approximately 18,000 acres in Urban Reserves.

For example, the enclosed "Petitioners and Committed Lands" map highlights the large number of apparently undeveloped parcels just to the south of URSA #65, which are in fact committed to development and have preliminary plats approved and many have infrastructure already under construction.

- ▶ **Weighting of Factors:** There are five Urban Reserve Factors within the Urban Reserve Rule. Two of those factors address Agricultural lands. The initial ranking weights the five factors equally at 20%; therefore, the agricultural factors receive a 40% weighting. We feel it is more appropriate to give the "Agricultural" factors a total weight of 20%, and increase the weighting of the economic feasibility, efficiency and energy factors. The over-weighting of these factors appears to be one of the major reasons that Washington County did not have more URSAs recommended for inclusion as Urban Reserves.

- ▶ **Agricultural Retention and Compatibility (exclusion of EFU lands):** Another factor needing to be addressed in reviewing potential Washington County URSAs is the Marginal Lands issue. Land in Washington County zoned AF-20 is considered equal to EFU through the Metro process. This is a problem for many of the URSA areas, and has significant implications to the way the URSAs are being analyzed. There is a basic analytical problem when hundreds of acres of AF-20 zoned land are removed from URSAs that were selected based on the ranking factors which are applied to the URSAs as a whole! We recommend that an URSA that qualifies for inclusion through the ranking process include AF-20 and EFU zoned lands, with a careful analysis of the viability of the AF-20 and EFU land as farmland conducted on a case by case basis. This will allow a more logical boundary expansion and more efficient development patterns.

State criteria for including lands in urban reserves gives priority to lands adjacent to or including lands classified as exception lands. URSA #65 is roughly surrounded on two sides by exception lands. This should increase its priority in the analysis. Please refer to the attached map showing zoning surrounding URSA #65.

- ▶ **Agricultural Retention:** The enclosed map shows the soil classifications for URSA #65. Only some of the area has Class II soils; most of the URSA is Class III or worse. The soils map shows some bands of very poor soils running through the URSA. Furthermore, water rights for irrigation of some of the "resource" lands in this area are not available, making the long term use of this land for farming unlikely. Local residents will attest that the much of the

area has been unsuccessfully farmed.

- ▶ **Projected Capacity Figures:** The URSA analysis tool makes the following assumptions for housing density in the Urban Reserve areas: 11 units per acre for inner neighborhoods and 10 units per acre for outer neighborhoods. This is not realistic, even with 2040 zoning in place. We suggest that the analysis use 10 and 8 dwelling units per acre respectively for calculating inner and outer neighborhood capacity. Although less than the Metro assumptions for density, our suggestions for capacity numbers still represent a significant increase in density from existing density patterns. Furthermore, some lands may seem suitable for development, but are not available on the market for build out.
- ▶ **Schools:** URSA #65 surrounds the Portland Community College Rock Creek campus (PCC), yet the score for the "Schools" factor only includes land owned by school districts. URSA #65 only received a score of 5 out of 10 in the schools category. This site should receive increased weight as potential residential and commercial land with excellent pedestrian access to PCC. Furthermore, the Beaverton School District is in the process of condemnation proceedings on the Berger property located approximately 2.2 miles (via major arterials) from the mid-point of this URSA. Such recent acquisition actions may not have been factored into the Metro analysis.
- ▶ **Access to Centers:** The score given by Metro staff for Access to [Town] Centers was a 4 out of 10. We understand that Metro used a factor related to access via major and minor roads that are in place today. While URSA #65 is largely undeveloped today, URSA #65 is approximately 1 mile from the Town Center proposed at the intersection of NW Kaiser Road and West Union Road. To assess an area on the basis of access that is available today as opposed to potential access at time of development is akin to assessing a town center's effectiveness based on land use today versus potential for future land use. There may be an error in the scoring of this factor for this site.
- ▶ **Road Network:** The score given for the road network is based on the miles of roadway available today, based on an approximate 14 street per mile grid. Certainly, few URSA areas actually come close to meeting this desired level because they are not developed. The ranking of existing road grid as a measure of potential for urbanization is somewhat working backward. Areas such as URSA #65 present an opportunity for master planning and development of a desired road network for the area. Many of the areas that scored higher than this one have recently developed road systems which support land development. It is not likely that these areas will be redeveloped in the near future to a level where they would meet the desired urban levels.

- ▶ **Utility Feasibility:** URSA #65 received a very high score for utility feasibility (8 out of 10) and has utilities available in adjacent public right-of-ways.
- ▶ **Efficiency Factor:** The "Efficiency" factor appears to discount land that is mostly vacant, and reward URSAs that are mostly developed, when, in fact, urbanization will occur more efficiently with large vacant parcels. URSA #50 is an example. It is mostly developed, yet it scored a 7 out of 10 in this factor, while URSA #65, which has many large undeveloped parcels, scores only a 6. We are concerned that the ranking process for this factor may be flawed.
- ▶ **Master Planning:** Property owners in URSA #65 have begun preliminary master planning for 100 acres of the URSA. Preliminary master planning of this 100 acres can produce up to 12.9 dwelling units per acre, allowing for adequate stream buffering and applying other 2040 development standards.

As a result of the above, we request that Metro staff look carefully at the Urban Reserve Study Area analysis as it affects Washington County URSAs in general, and at URSA # 65 in particular. We think there are URSAs in Washington County that would score higher if the URSA factors are either 1) weighted differently, or 2) examined in detail for a "reality check" of the region-wide analysis performed by Metro. We hope that this letter provides you and your staff with some "food for thought", and hope to discuss this issue with you in the future.

Planners and engineers from W&H Pacific may be working with Metro area planning directors to facilitate a worksession that will develop standards and policies for Master Planning of Urban Reserve areas. By way of background, W&H Pacific, Inc. is a multi-disciplinary firm of engineers, surveyors, planners, landscape architects and environmental scientists. W&H Pacific has over 28 years of continuous operating experience in the Northwest and has developed a reputation for skillful, innovative and cost-effective service. Our local office is staffed with 160 planners, civil engineers, construction managers, landscape architects, environmental specialists, surveyors and support staff.

GMC Chair McClain and Executive Officer Burton
October 8, 1996
Page 5

Please call either of us at 626-0455 if you have any questions that we may answer about our analysis of this URSA. Thank you for your consideration of this information.

Respectfully,

W&H PACIFIC, INC.



Dave Siegel, AICP
Project Manager



Chris Eaton, AICP
Project Planner

Enc.

Petition
Maps
URSA Score sheet with #65 highlighted

cc: Honorable Metro Council Chair Jon Kvistad
Honorable Councilor Patricia McCaig
Honorable Councilor Ruth McFarland
Honorable Councilor Don Morissette
Honorable Councilor Rod Monroe
Honorable Councilor Ed Washington
Michael Morrissey, Metro Council Coordinator

EXHIBIT

To the Metro Council:

I request that areas 65 and 66 be deleted from the urban reserves.

*** Area 66 in Mult. county is almost all EFU

Has been requested not to be included by Mult. County.

Would be the only urban area in that part of the county.

Would be in the Portland School Dist. so hundreds of school

children would have to bus to Portland Schools.

Begin to pinch off the separation between the Portland urban area and the Beaverton urban area.

Further erode the longterm viability of the rural area in Mult. County.

*** Area 65 in Washington County is over half EFU.

Is cut through by a fault line.

Has been recommended not to be added to the urban Reserves by the Wash. County Commissioner for the area, in part because there is no transportation facilities available or planned.

Is miles from light rail.

There is no additional school capacity or finances available.

Would destroy valuable ag land and business in the area.

(One nursery grower in the area ships 750,000 plants a

year).

Encourages high urban densities away from established urban Town Centers.

The local Citizen Participation Organizaton has sent letters to Metro opposing this.

In general the people have made it known (Ballot Measure 47) they don't want higher taxes to provide services to remote corners of the UGB. I ask the Council to remove these areas from consideration.

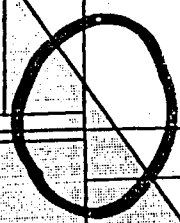


Respectfully, Gregory Malinowski

Rock Creek Doug Bollam, P.O. Box 1944 Lake Oswego, OR.

P.O. Box 1944
Lake Oswego, OR.
97035

N ↑



Willam Bollam



Geotechnical Resources Incorporated

Consulting Engineers, Geologists, and Environmental Scientists

112196-197

EXHIBIT

November 21, 1996

JPRELIM-2312

Joseph W. Angel
937 SW 14th Avenue, Suite 24
Portland, OR 97201

**SUBJECT: PRELIMINARY SITE EVALUATION, ANGEL PROPERTY, NW SKYLINE
BOULEVARD AT NW SALTZMAN ROAD, MULTNOMAH COUNTY,
OREGON**

This report presents the results of a preliminary site evaluation performed by Geotechnical Resources, Inc. (GRI) for the above-referenced site. Most of the approximately 45-acre site is located north of NW Skyline Boulevard and south of NW Saltzman Road; a small portion of the property extends south of NW Skyline Boulevard. The general location of the site is shown on the Vicinity Map, Figure 1. The purpose of this study was to evaluate site conditions and review the feasibility of residential development of the property. The scope of the investigation was limited to our review of available information regarding geological and surficial conditions at and near the site and a ground surface reconnaissance. This report describes the work accomplished and presents our conclusions regarding the feasibility of site development.

SITE CONDITIONS

General Geologic Setting

Based on our review of available geologic literature and experience with several other nearby projects, we anticipate that the property is mantled with Portland Hills Silt which is underlain by Columbia River Basalt. The silt is generally thickest on ridgetops and gently sloping topography, and is shallow or absent on steeper slopes or in deeply incised drainage basins. The Portland Hills Silt is typically yellowish brown and contains varying amounts of clay and fine-grained sand. Basalt pebbles and cobbles found locally near the base of the silt are believed to be colluvium derived from the underlying basalt. Unweathered and freshly broken Columbia River Basalt is dark gray to black, dense, and highly competent. However, in the West Hills of Portland, it is common to encounter a thick weathered layer above the competent basalt. The contact of the weathered basalt and the overlying Portland Hills Silt is frequently characterized by a clay-rich zone of saprolite or laterite which is prone to landsliding. Soil creep is common on slopes steeper than about 15 to 25°.

Topography

The available ground surface topographic information is shown on Figure 2. The portion of the site adjacent to NW Skyline Boulevard slopes gradually downward toward the road. The remainder of the

property slopes down to the north and east. A large meadow or pasture is located in the northwest portion of the property, which is nearly flat or slopes gradually up to about 11°. The east and southeast portion of the site generally slopes downward to the east with slopes typically in the range of about 11 to 20° and locally as steep as about 27°. This portion of the property contains incised drainage ravines that contain seasonal streams that flow to the north and east. The steeper slopes are typically associated with the lower slopes of drainage ravines. In the east portion of the property, the overall slope of the surface down to the east is interrupted by two nearly flat benches.

The ground surface ranges from about elevation 1,150 ft in the south portion of the property to about elevation 1,025 ft in the northeast corner. A slope analysis by Otak, Inc. (engineers and planners) indicated that only a small portion of the property is occupied by slopes steeper than about 17°. A house is present in the central portion of the property near NW Skyline Boulevard.

SURFACE RECONNAISSANCE

A ground-level reconnaissance of the site was conducted by a geotechnical engineer from this office. The purpose of the reconnaissance was to observe and evaluate materials exposed at the ground surface, indications of slope instability, site drainage, and any other site conditions which could affect use and development of the property. Based on our observations, about one third of the property is open meadow or pasture. Most of the remainder of the property is covered with a forest of predominantly fir and cedar ranging up to 3 to 4 ft diameter and a fewer number of deciduous trees.

Surface soils observed in road cuts along NW Saltzman Road and NW Skyline Boulevard consist of brown to light-brown silt with varying minor amounts of clay and fine-grained sand. These soils are typical of Portland Hills Silt.

The drainage ravines contained small streams with estimated flows of less than about 25 gpm. A small area of shallow ponded water was noted north of NW Saltzman Road.

The appearance of the ground surface suggests that an old large landslide occurred on the east-central portion of the property in the geologic past. The landslide resulted in the formation of a relatively steep headscarp, relatively flat benches, and an overall slope downward to the northeast. The slide area has a well-defined drainage and a mature forest. No indications of recent slope failures were observed during the reconnaissance.

Soil creep, as indicated by a few slightly bowed, mature trees, was noted locally on some of the steeper slopes along the drainage ravines. Soil creep is the very slow, gradual movement of the shallow, near-surface soils due to gravity.

PRELIMINARY CONCLUSIONS

The conditions observed at the Angel property are typical of other sites, including the Forest Heights development, that GRI has previously evaluated in the immediate vicinity. In our opinion, the property is

suitable for residential development. The development should be designed to avoid the steeper slopes on the property. In our opinion, a well-designed project will not adversely affect the stability of the property, including the area that has been modified by old landslide activity. However, design and construction must carefully consider site conditions.

It appears that agricultural use of the property would be limited to use of the existing open areas for relatively low value uses such as pasture and possibly hay production. The open areas are relatively flat to gently sloping and appear to comprise about one quarter of the property.

LIMITATIONS AND CONCLUDING REMARKS

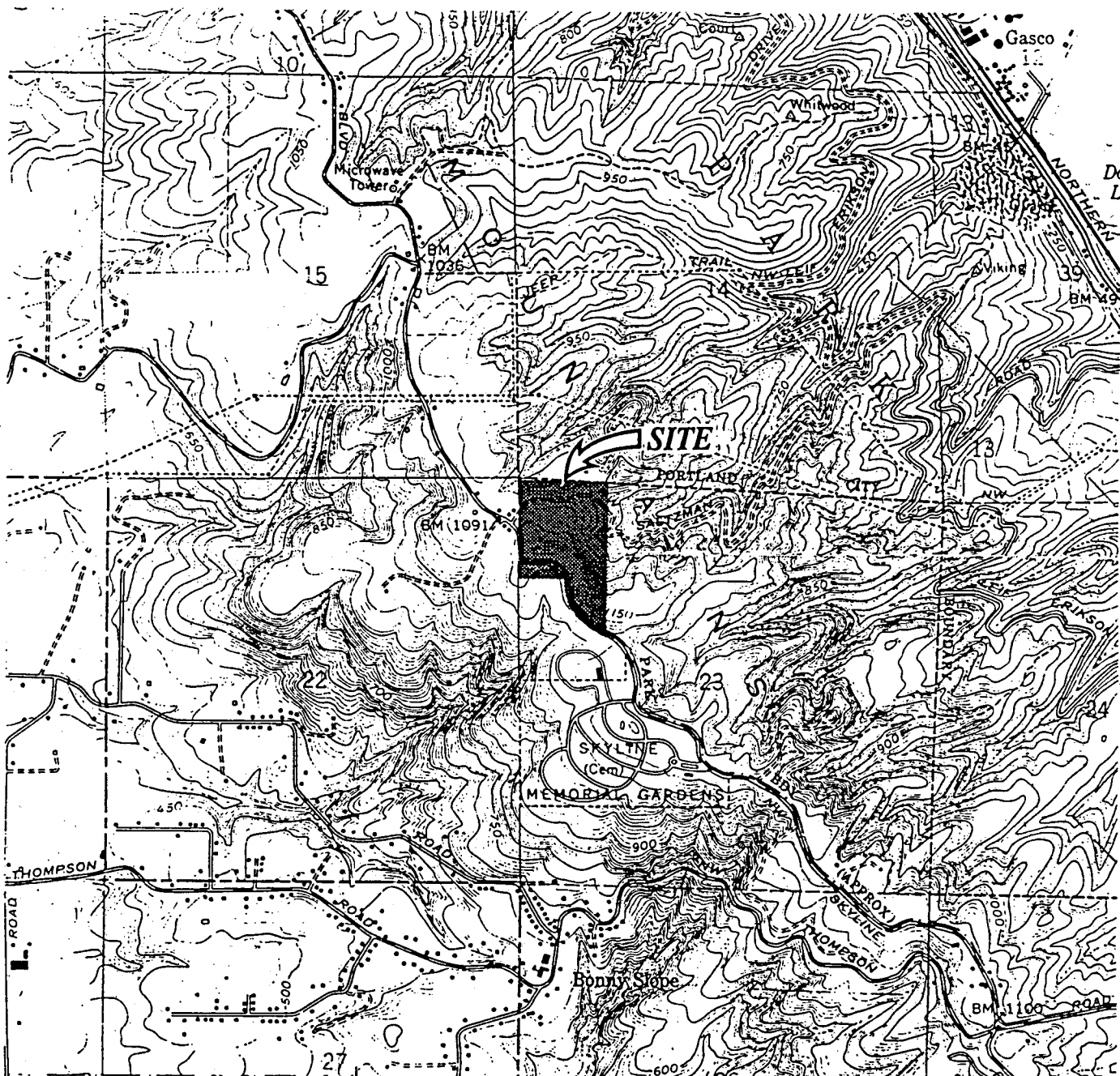
This report presents the results of a preliminary reconnaissance of an approximately 45-acre site in northwest Portland. The information presented herein is preliminary and provides our general site observations and comments regarding existing site conditions and the overall feasibility of the residential development of the property. The scope of our investigation was limited to a review of existing information and a ground-level reconnaissance. For final planning and design, the geotechnical investigation must include a detailed geologic reconnaissance, subsurface explorations, laboratory testing, and engineering studies. The final geotechnical investigation should particularly address site drainage and potential slope instability.

Sincerely,

GEOTECHNICAL RESOURCES, INC.



Dwight J. Hardin, P.E.
Principal



USGS TOPOGRAPHIC MAP
LINNTON, OREG. (4ab) QUAD

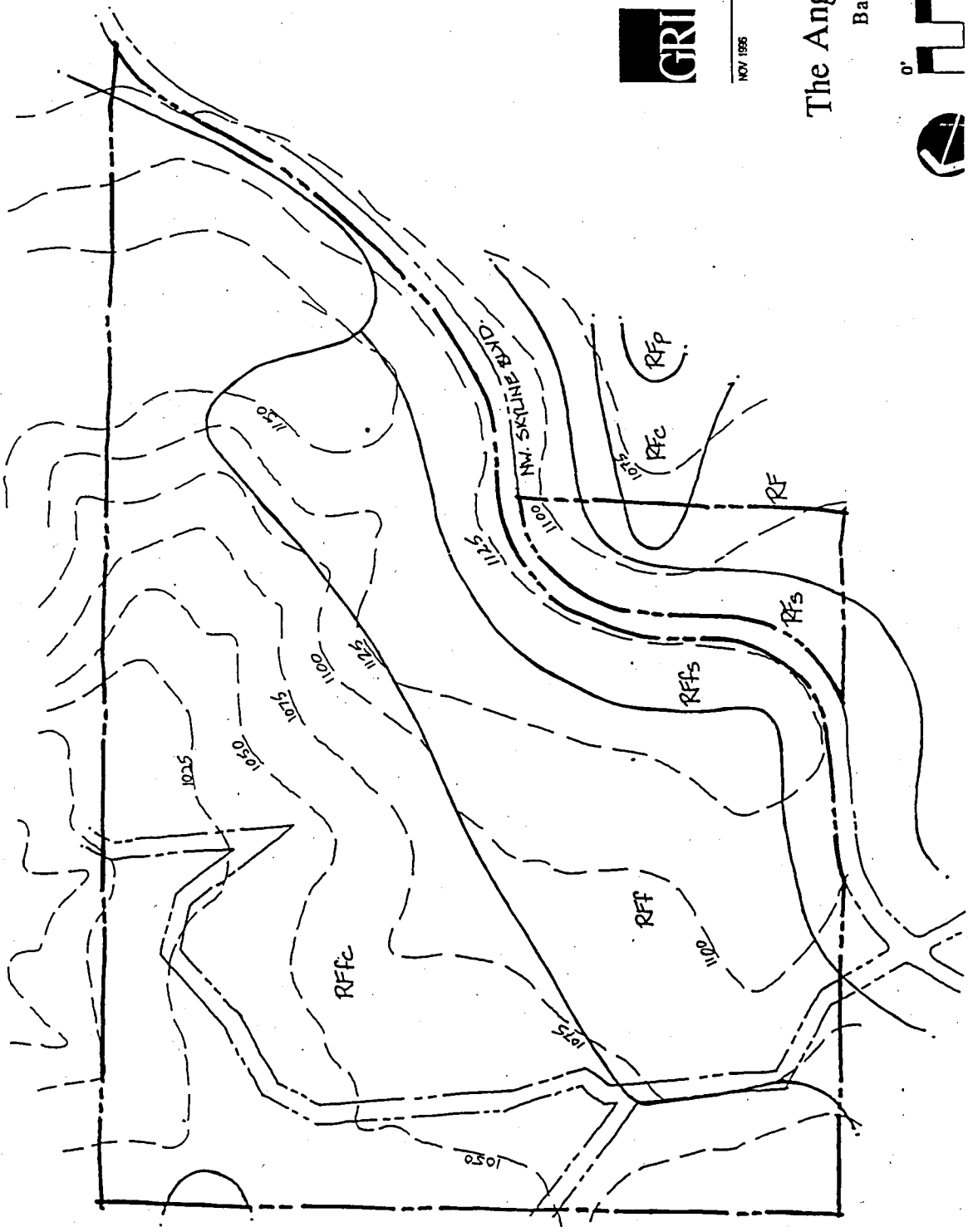


0 1/2 1 MILE



ANGEL PROPERTY
N.W. SKYLINE BOULEVARD

VICINITY MAP



ANGEL PROPERTY
NW SKYLINE BOULEVARD

SITE PLAN

NOV 1986 JOB NO. 2112 PG 2

The Angel Property Base Map





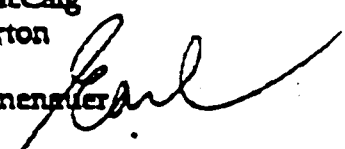
CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Earl Blumensauer, Commissioner
1220 S.W. 5th Avenue, Room 407
Portland, Oregon 97204
(503) 823-3589
Fax (503) 823-3596

MEMORANDUM

DATE: January 26, 1996

TO: Ruth McFarland
Don Morissette
Jon Kvistad
Susan McLain
Ed Washington
Rod Monroe
Patricia McCaig
Mike Burton

FROM: Earl Blumensauer 

RE: URSA PROPERTY CONSIDERATION

I am writing with respect to one of the properties under consideration for inclusion in the Urban Reserve Study Areas (URSA) the Metro Council will designate this month. The parcel I refer to is Site 75 owned by Joseph Angel.

The Angel property has a long history with the Portland Metropolitan Area Urban Growth Boundary (UGB) dating back to the establishment of the original UGB in the late 1970s. At that time, the Angel property was inadvertently excluded from the UGB due to a mapping error. The URSA process, therefore, seems to me to be the logical place to identify the proper location of the boundary and make any necessary boundary adjustment.

The Angel property was annexed to the City of Portland in 1971, and has received urban services from the City since that date. The City Council and Planning Commission have also previously adopted a resolution urging Metro to include the property within the UGB. Again, the URSA process provides an appropriate opportunity to begin to address this matter.

Thank you and your fellow Councilors for your work identifying appropriate urban reserve lands in the region. I look forward to continuing to work with you on matters of mutual concern.

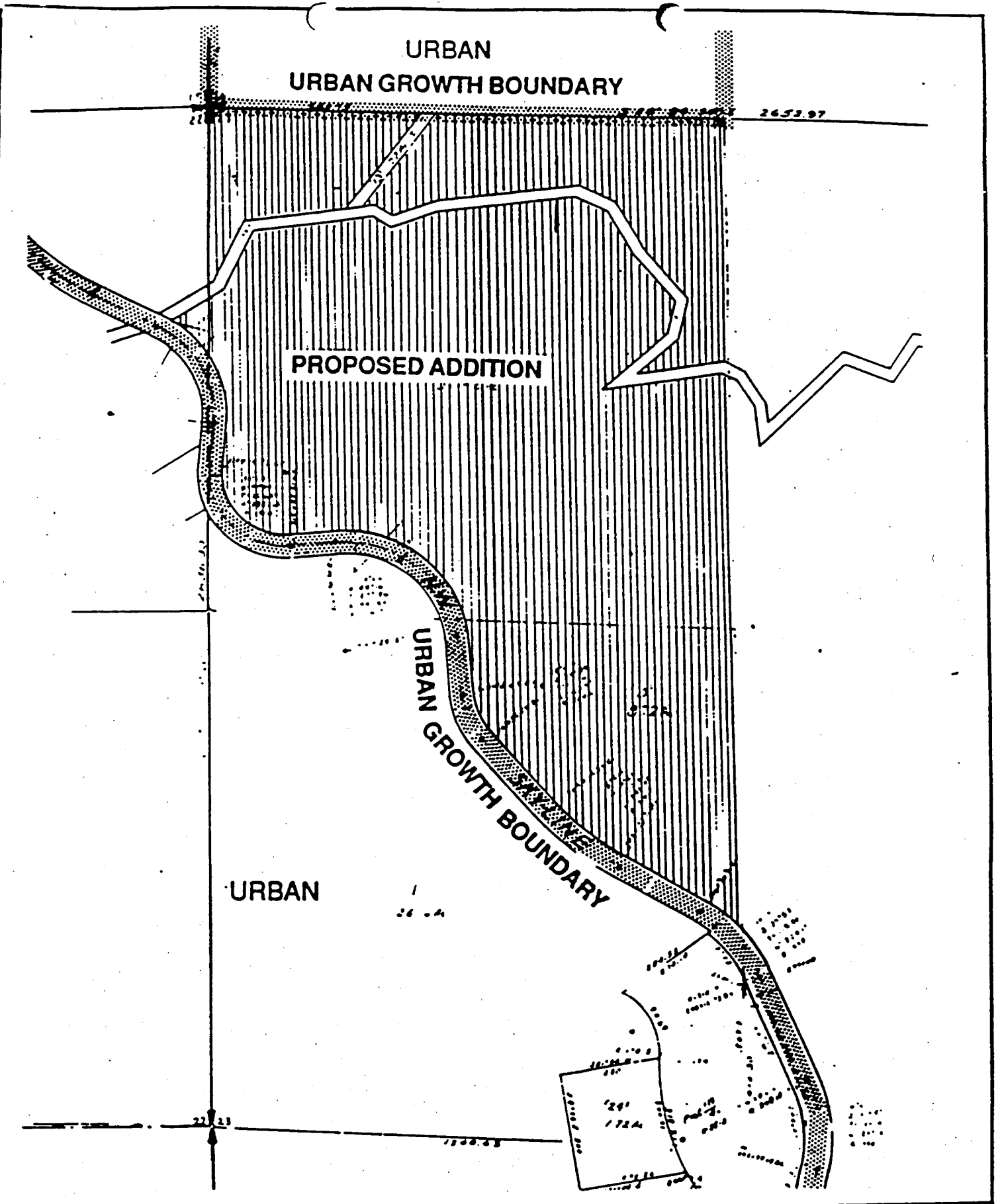
cc John Fregonese

URBAN
URBAN GROWTH BOUNDARY

PROPOSED ADDITION

URBAN GROWTH BOUNDARY

URBAN



EXHIBIT

James W. Crawford
4605 N.W. Saltzman Rd.
Portland, Oregon 97229
Phone 690-2082

November 16, 1996

Ms Susan McLain
Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Ms McLain:

I attended the November 12 "Listening Post" meeting at Glencoe High School and was grateful that I was allowed to speak on the possibility of including study area #67 within the Urban Growth Boundary. Since I am not accustomed to public speaking and didn't have an opportunity to prepare my statement, I feel that I might have been less than articulate. I am writing to you in an effort to express myself in a more coherent manner.

The statements I heard from other participants at this meeting demonstrate the dilemma you face in trying to make land available for development while preserving land for agricultural use or as natural areas. I believe that study area #67 presents you with a unique opportunity to both expand the available land for development while reducing development pressures on prime farm land and natural areas. Although I have a vested interest in this matter (I share an investment in the three parcels totaling approximately 12 acres within the area that I've marked on the included map), I think you will find my reasoning valid.

As you can see on the enclosed map, area #67 is approximately ^{two}~~one~~ miles north of the intersection of Highways 26 and 217. It is bordered by land to the west and to the south that is already within the urban growth boundary and is now being developed. My family owns approximately eighty acres of land directly west of area #67. We are now farming this land and had been renting other land which we also farmed. Increasing urbanization has eliminated the rental land reducing our income below reasonable levels and as the population density increases, traffic and neighbor's attitudes make it increasingly difficult to continue farming. We anticipate developing this property within several years. Gas lines, water mains and other utilities have already been constructed in the area west and south of this study area. A major sewer line extends to the western boundary of my family's farm and would be extended when we choose to develop. A grade school is now under construction at the intersection of Saltzman and Thompson roads. The old Bonny Slope grade school is now being used in some capacity by the educational service district and the facility could be rebuilt and used as a school again. Saltzman road has already been straightened, widened and resurfaced to provide quick access from Thompson road to Highway 26 and Beaverton. Reconstruction of the upper portion of Thompson road which has historically served as a quick and direct link to the city of Portland is

now in process. Construction is now in process to improve 113th avenue and link it to Cedar Hills Boulevard. At this time there is an indirect link between 113 and Thompson road and while I lack the professional expertise to be certain, I suspect that long range plans call for extending 113th to connect it to Thompson. In short, the major transportation links, schools and utilities that would be needed to develop study area #67 are already or soon will be in place.

A key fact to keep in mind about study area #67 is that none of this property is prime, agricultural land. Approximately 47 acres in the northern section is classified as exclusive farm use, however, as you can see by the contour lines it is extremely steep ground that cannot be cultivated. Historically, the only use this land has been used for is forestry and most if not all of it has been clear cut within the last few years. I think you will agree that the prospect of raising another crop of trees on this land is minimal. I've selectively cut timber from the land my family owns in this study area and while I could conceivably harvest the remaining trees in the future, the increasing encroachment of urban sensibilities makes it unlikely that another generation of trees could be raised and harvested.

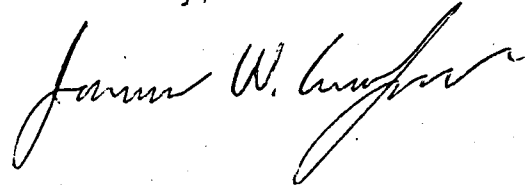
Another important fact about study area # 67 is that rather than being a pristine natural area similar to forest park, it has historically been used for very low density, low income housing. As you can see in the map, the area has already been subdivided into over 100 individual parcels averaging less than four acres in area. Most of these parcels have a home or other building on them. While several, large homes have been built in this area in recent years, the vast majority of the existing houses are small and dilapidated. Since all of the homes in this area rely on septic tanks rather than sewers, it is possible that future health concerns would mandate extending sewer lines into the area even if it remains outside the Urban Growth Boundary.

As you well know, developers would prefer to work with large tracts of level ground because this makes acquiring land, planning and construction much simpler for them. Unfortunately, large tracts of level ground are almost invariably prime farm land. However, I believe that much of this area could be developed into well planned, high density, residential neighborhoods. While the topography might seem daunting, the existing neighborhoods in the west hills of Portland as well as newer subdivisions to the south of this area are on similar terrain.

The major obstacle for development in study area #67 would be purchasing several adjacent pieces of property to consolidate a parcel that is large enough to be efficiently subdivided. The fact that most of the land and existing homes are now owned by relatively low income people suggests that they would be motivated to sell if the urban growth boundary were extended. However, this area is now being slowly colonized by high income people who are building large, expensive houses on rural estates. These people would be less motivated to sell even if the area were included within the Urban Growth Boundary. If this trend is allowed to continue, this land will never be available for the kind of efficient, high density, planned development that is needed to control urban sprawl.

In summation, I believe that Urban Reserve Study Area #67 would be an attractive opportunity for a developer who had the patience, expertise, and vision to create well planned neighborhoods. That is why I respectfully suggest that this area should be included within the Urban Growth Boundary as quickly as possible.

Sincerely,

A handwritten signature in cursive script, appearing to read "James W. Hughes". The signature is fluid and extends to the right with a long, sweeping tail.

112176-199

STOEL RIVES LLP

A T T O R N E Y S

STANDARD INSURANCE CENTER
900 SW FIFTH AVENUE, SUITE 2300
PORTLAND, OREGON 97204-1268

Phone (503) 224-3380 Fax (503) 220-2480

TDD (503) 221-1045

Internet: www.stoel.com

EXHIBIT

November 21, 1996

ROBERT D. VAN BROCKLIN

Direct Dial

(503) 294-9660

email rdvanbrocklin@stoel.com

DELIVERED BY HAND

The Honorable Jon Kvistad
Chair
Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Designation of Angel Property as Urban Reserve land

Dear Councilor Kvistad:

As you know, this office represents Joseph W. Angel in Metro's current proceedings to designate Urban Reserve land in the Portland metropolitan area. Please include this letter in the Council's public hearing record on Urban Reserve land designations.

Mr. Angel owns property which is within Urban Reserve Study Areas ("URSAs") 69 and 70. Mr. Angel's property is located at 5100 NW Skyline Boulevard near the intersection of NW Skyline Boulevard and NW Saltzman Road. All of the Angel property is within the City of Portland. The property is bisected by Skyline Boulevard. Two of the property's 46 acres, located south and west of Skyline Boulevard, are within the current Urban Growth Boundary ("UGB"). The remaining 44 acres are located north and east of Skyline Boulevard and are outside of the UGB.

The Honorable Jon Kvistad
November 21, 1996
Page 2

On September 3, Metro Executive Officer Mike Burton recommended that 14,000 of the 23,000 acres of URSA lands be designated as Urban Reserve lands. His recommendation did not include either Site 69 or Site 70. Site 69 contains 235 acres, 229 of which are resource acres and 30 of which are buildable acres. Site 70 contains 223 acres, 219 of which are resource acres and 30 of which are buildable acres.

In determining whether to designate the Angel property as Urban Reserve land, please carefully consider the following unique characteristics of the Angel property:

First, the Angel property was annexed into the City of Portland in 1971. Police, fire, transportation, water, and school facilities are or can be made available to serve the Angel property. It is currently served by City water, police, fire, transportation, and other services and by the Portland School District.

In 1987, the Portland City Council and the Portland Planning Commission supported including the Angel property within the UGB itself. In January 1996, then City Commissioner and now Congressman Earl Blumenauer sent the Metro Council a memorandum (see attachments) which stated in part as follows:

"The Angel property has a long history with the Portland Metropolitan Area Urban Growth Boundary (UGB) dating back to the establishment of the original UGB in the late 1970s. At that time, the Angel property was inadvertently excluded from the UGB due to a mapping error. The URSA process, therefore, seems to me to be the logical place to identify the proper location of the boundary and make any necessary boundary adjustment.

"The Angel property was annexed to the City of Portland in 1971, and has received urban services from the City since that date. The City Council and Planning Commission have also previously adopted a resolution urging Metro to include the property within the UGB. Again, the URSA process provides an appropriate opportunity to begin to address this matter."

Second, the Angel property is immediately adjacent to the current UGB, is located near downtown Portland and adjacent to existing residential housing development, and largely contains soils which are classified grade VI. All of these characteristics support its designation as Urban Reserve land.

Third, Exhibit "A" (Background Data) of the Executive Officer's Urban Reserve Recommendations describes Site 69 as an area east of NW Skyline Boulevard that is "very steep (averaging 27% slope)" and "heavily forested." Exhibit A, page 124. Site 70 is

The Honorable Jon Kvistad
November 21, 1996
Page 3

similarly described as having "an average slope of 26%" and being "heavily forested." Buildable land is defined in Exhibit A to include resource lands, but exclude "steep slopes * * * ." Exhibit A, page 8. Further, the Efficiency Factor criterion provides that "development limitations occur when a parcel is land locked or partially vacant, or when small parcels or steep slopes inhibit development." Exhibit A, page 8. Further, "varying discounts were applied to the urban reserve study areas after environmentally constrained lands (e.g. slopes over 25% * * *) were removed. Exhibit A, page 8.

Identification of steep slopes also affected these sites' Environmental Constraints criterion score. "Environmentally constrained land includes steep slopes, * * * ." Further, "[u]sing RLIS, the following constraints were identified: slopes over 25%, * * * ." Presumably in large part as a result of these slope determinations, sites 69 and 70 each received scores of "0" for the Efficiency Factor criterion, the Buildable Land criterion, and the Environmental Constraints criterion.

Although there may be steep sloped and heavily forested areas in Sites 69 and 70, the Angel property is not within any such areas. To the contrary, the attached letter report from Geotechnical Resources Incorporated ("GRI") provides the following description of the Angel property's topography:

"The portion of the site adjacent to NW Skyline Boulevard slopes gradually downward toward the road. The remainder of the property slopes down to the north and east. A large meadow or pasture is located in the northwest portion of the property, which is nearly flat or slopes gradually up to about 11 degrees. The east and southeast portion of the site generally slopes downward to the east with slopes typically in the range of about 11 to 20 degrees and locally as steep as about 27 degrees.* * * A slope analysis by Otak, Inc. (engineers and planners) indicated that only a small portion of the property is occupied by slopes steeper than about 17 degrees.* * * The conditions observed at the Angel property are typical of other sites, including the Forest Heights development, that GRI has previously evaluated in the immediate vicinity. In our opinion, the property is suitable for residential development."

Thus, the gross mapping and analysis performed in assessing Sites 69 and 70 mischaracterizes the topography of the Angel property.

The Honorable Jon Kvistad
November 21, 1996
Page 4

For these reasons and irrespective of whether the Council elects to designate the other property within Sites 69 and 70 as Urban Reserve land, we respectfully request the entire Angel property be designated as Urban Reserve land.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert D. Van Brocklin", with a stylized, sweeping flourish at the end.

Robert D. Van Brocklin

RVB:mlb

cc: The Honorable Don Morrisette
The Honorable Patricia McCaig
The Honorable Susan McLain
The Honorable Ed Washington
The Honorable Ruth McFarland
The Honorable Rod Monroe
Mr. John Fregonese
Mr. Mark Turpel
Mr. Joseph W. Angel
Steven W. Abel, Esq.
Steven L. Pfeiffer, Esq.

EXHIBIT

MIKE CROPP
CROPP FARM
31345 N.W. North Avenue
Cornelius, OR 97113

December 12, 1996

Ruth McFarland, Councilor
Don Morissette, Councilor
Jon Kvistad, Councilor
Susan McLain, Councilor
Ed Washington, Councilor
Rod Monroe, Councilor
Patricia McCaig, Councilor
METRO COUNCIL
600 N.E. Grand Avenue
Portland, OR 97232-2736

Re: Written Testimony in support of Inclusion of D.S. Parklane Property
in the Urban Reserve Area

Dear Metro Councilors:

My name is Mike Cropp and I currently farm the property owned by D.S. Parklane Development, Inc. ("D.S. Parklane") at the corner of S.W. 185th Avenue and West Union Road. The property is located within URSA 65 and consists of approximately 113 acres.

It is my understanding that your Council tentatively decided to include URSA 65 within the Urban Reserve Area except for that portion west of S.W. 185th Avenue, which includes the property owned by D.S. Parklane.

It is my opinion that the property west of S.W. 185th Avenue and within URSA 65 should also be included within the Urban Reserve Area for the following reasons:

1. Only about half of the D.S. Parklane property can be farmed and there are no other contiguous adjacent farm parcels which can be leased for farming.
2. The D.S. Parklane property has become difficult to farm because of the immediately surrounding urban development and will become even more difficult with the Robert Randall development immediately

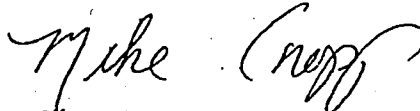
to the east of the property. This urban development makes it difficult to apply fertilizers and pesticides to the property, stirring up dust as a part of the farming operation which impacts the urban development, the conflict between urban traffic and moving farm equipment onto the property.

3. The existing drainage course and extensive wetlands on the western portion of the property provides the appropriate natural buffer between the urban area to the east and the farm land to the west. This natural barrier is a much more logical dividing line than S.W. 185th Avenue which is nothing more than an artificial barrier.
4. Leaving the property west of S.W. 185th Avenue and within URSA 65 out of the Urban Reserve Area will do nothing more than isolate this property.

It does not make sense to include the majority of URSA 65 and not include the property west of S.W. 185th Avenue. Even though I might not be able to farm the D.S. Parklane property if it ever comes within the Urban Growth Boundary, I think it is a much wiser land use action to include it than to unnecessarily isolate it.

Please include this property back into URSA 65 and inside the Urban Reserve Area.

Very truly yours,


Mike Cropp