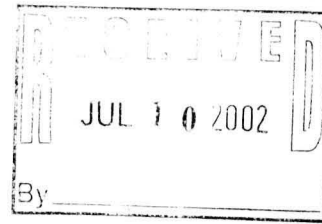


Memorandum



To: Metro Councilors
From: Dan and Dixie Breazile
Date: 6/28/2002
Re: Growth Boundary Expansion

I attended the public workshop which was held in Hillsboro on June 24th. The information provided at that time was very helpful. Thank-you.

My husband and I own land at 3680 SW 234th Avenue. These 9 acres are being considered for inclusion into the UGB. I would like to encourage you to expand the boundary to include this parcel because I believe that it meets the criterion set forth.

1. It is Exception Land Contiguous to UGB, which is across the street to the West and just a short distance to the North.
2. Utilities are accessible (i.e. electricity, water, sewage).
3. Though there are many trees on the property, it is not really a forest and it is not a farm.
4. This property is surrounded by industrial property to the North and East and The Reserve Golf Club and Vineyards to the South.

I thank you for your consideration and once again urge you to vote to include this piece of property in the UGB.

Dixie Breazile

III 10 2002

July 6, 2002

Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Jerry and Judy Parmenter
16939 SW Siler Ridge Ln.
Beaverton, OR 97007

Purpose

The purpose of this letter is to request that Metro exclude the alternative analysis study area (AASA) #65 from inclusion in either the UGB or an Urban Reserve Area (URA). In the following paragraphs, supported by extensive enclosed attachments, we discuss the rationale for not including this area inside either the UGB or the URA.

Background and Discussion

In the fall of 1995, Metro presented a map showing proposed Urban Reserve Study Areas (URSAs) around the periphery of the existing Urban Growth Boundary (UGB). Metro identified these URSAs as having the potential to be included as future Urban Reserves, which, in turn, might be considered as areas to be included in the UGB sometime during the next 50 years. One proposed area was URSA #49, a long, narrow strip of land defined by: SW Weir Road on the North, SW 175th Avenue on the West, Bull Mountain Rd. on the South and the existing UGB on the East (also the West boundary of Murrayhill).

Thereafter, some 291 property owners in Sky High Acres, Siler Ridge, Reusser Farms, Timberline, Murrayhill, Kemmer View and other concerned property owners both inside and outside the UGB signed a petition and submitted it to Metro, requesting that Metro Councilors delete the Northernmost 40% subset of URSA #49. This group called itself "Petitioners for Cooper Mountain" (not to be confused with the "Friends of Cooper Mountain"). This portion is bounded by the southern edge of Sky High Acres and was arbitrarily numbered URSA #113 by Metro staff, which now is the same as AASA #65. In February 1996, staff was directed to study the potential feasibility of this site (along with the rest of URSA #49 and numerous other URSAs) as an Urban Reserve area and for future dense development. NOTE: Throughout this letter URSA or site #113 (a 40% subset of URSA #49 identified by Metro in 1996-97) is the current AASA #65 (see attached map).

On September 3, 1996 Metro Executive Officer, Mike Burton, recommended that not only Site #113 be deleted, but that the entire area from Weir Road to Scholls Ferry Highway be deleted. Previously, in a letter to Metro Councilors dated 1/22/96 from Mike Houck, Urban Naturalist for the Portland Audubon Society, he "...urged Metro Council to eliminate these URSAs entirely, or, in a few instances, make revisions to the acreage to exclude significant natural resource land: #'s ...25...(which Metro renumbered URSA #49)...". Mr. Houck further stated that "while I acknowledge that Metro cannot exclude an area as an URSA simply because it may be a potential acquisition site, we do have the opportunity to avoid mistakes of the past vis a vis bringing wetlands, stream corridors, steep slopes and other 'unbuildable lands' into an Urban Reserve and possibly into the

UGB. If Metro does a careful job now in avoiding areas of significant natural resource value, which by definition Greenspace acquisition sites should be, we can avoid future conflicts concerning development in these sensitive sites."

As an aside, we are sure Metro staff is keenly aware that AASA #65 has a designated Significant Natural Resource Area (SNRA) in it, which contains the headwaters of Summer Creek – a tributary of Fanno Creek – which runs through a long (5000 ft.), wide (up to 400 ft.) and deep (200 ft. elevation change) riparian and wildlife corridor with slopes over 25% and with soil types (Cornelius and Kinton silt loams) that can result in severe erosion hazards with rapid runoff.

The fact that AASA #65 has a significant amount of environmentally constrained lands is evidenced by the excerpts from Metro Council and Metro Regional Parks and Greenspace Advisory Committee (RPGAC) discussions and adopted actions and Metro staff and consultant reports as follows:

Target area description. Bond Measure Fact Sheet (authorized by Council Resolutions 95-2113, 94-2050 and 94-2029B)

- "Cooper Mountain, Acquire 428 Acres of Forest Natural Area"

The 1992 Greenspace Master Plan described target areas as follows:

- "COOPER MOUNTAIN (Tualatin River and Fanno Creek watersheds)
One of the highest points in the Fanno Creek watershed. Some uncommon ponderosa pine stands remain. Remnants of forested headwaters of numerous streams draining into the Tualatin River are rapidly being lost or altered by surrounding development"

Cooper Mountain Target Area Description

- "...There are headwaters to a number of small creeks on both the north and south [as well as east] portions of the mountain." URSA site #113 (and now AASA #65) is the same as Cooper Mountain target area sites #6 and #7 containing the headwaters of Summer Creek.
- "...historically been a part of the rural farm and forest activities of the Tualatin Valley."
- "...initial biological assessment identified seven existing natural areas within the Cooper Mountain target area..." as listed in "Evaluation of Wildlife Habitat Value... prepared by Esther Kev, an independent biological consultant." Target area sites #6 and #7 (two of the seven sites) are essential, the same as URSA #113 (and now AASA #65). (See maps attached)

Cooper Mountain Refinement Plan Objectives

- Tier I: "Initial Acquisition... will be 428 acres..." to "...contribute to the protection and enhancement of Cooper Mountain unique woodland aspects and also the Tualatin River water quality by protecting the headwaters of its tributaries." Also to "... protect areas that allow scenic vistas both in and out of the Cooper Mountain Refinement Plan Area..."
- Tier II: "Provide linkages from the Cooper Mountain Refinement Area to other trails, greenways, parks, habitat areas, school and community centers... [with] emphasis... given to connections... with local neighborhoods."

On December 10, 1996 the Washington County Board of Commissioners wrote a letter to Metro Councilors requesting them to "join our board in our conclusion that URSA #113 [now identified as AASA #65] should not be included as an Urban Reserve Area." This was based on evidence provided to the Board at their regularly scheduled meeting by representatives of Petitioners for Cooper Mountain. Although the make up of the Board has changed and may not have the same opinion today, nevertheless, the fact remains that the former Board saw fit to take specific action to protect environmentally constrained lands on Cooper Mountain and specifically former URSA #113 (now AASA #65).

At their work sessions, December 5 and 12, 1996, the Metro Council approved new boundaries for several URSAs to remove resource lands including Site 49, which changed the relative suitability of those URSAs. On February 12, 1997 the Metro Policy Advisory Committee (MPAC) made the same recommendation as the Metro EXO's recommendations on Site 49, i.e. remove entire site. And after lengthy discussion on February 20, 1997 the Metro council voted 6 (yes), 0 (no), one abstention to delete the rest of the northern portion of Site 49 which includes Site 113 (now AASA #65).

The opposition to Site 113 (now AASA #65) becoming an Urban Reserve was based, in large measure, on the following facts associated with Site 113:

- a. Site 113 contains a Significant Natural Resource Area, as shown on the Washington County Rural/Natural Resource Plan. It also includes an Environmentally Constrained Area, also shown on the Metro Environmentally Constrained Lands Map.
- b. Site 113 contains two of the seven (Sites 6 and 7) target areas on Cooper Mountain for Metro's Parks and Greenspaces proposal for a Cooper Mountain Natural Preserve as shown on Bond Measure 26-26 and aerial photograph of Cooper Mountain and Regional Land Information Systems Measure 26-26 map, of sites visited by the Audubon Society including Cooper Mountain.
- c. Site 113 contains steep slopes of 12% to 30% averaging 15% with associated highly erodible soils as shown on Washington County Soil Survey Maps Sheet No 44.

d. Excerpts of the transcript of the Metro Council Meeting Minutes on February 20, 1997 indicate by a vote of 6 (yes), 0 (no), and 1 abstention that the Metro Councilors decided to exclude the rest of the northern portion of Site 49 (i.e., Site 113, and now AASA #65) in addition to the middle EFU lands which they had already excluded at their December 1996 meeting. Councilor's statements indicate that the exclusion of EFU lands "change the efficiency factors" on this parcel (i.e., Site 113). Several points for the record were listed that warrant exclusion of this exception land as follows:

- steepness (some slopes exceeding 25%) of the exception lands;
- Summer Creek runs through it;
- sewers are not available in that portion;
- the Washington County Commissioners oppose the site believing it is too difficult to serve;
- road problems with no direct access from the existing UGB at Murrayhill;
- a lot of internal streets already developed;
- private easements (i.e., roads);
- transit not available;
- highly parceled with some existing deed restrictions;
- significant environmental constraints;
- Metro purchase of Greenspaces near the site;
- A Significant Natural Resource area, i.e., Summer Creek with its wildlife corridor;

Based on this substantial evidence, the fact that compact design and high density was "not going to be achieved in this area [b]ecause of the significant environmental concerns here", the Metro Council unanimously agreed with one abstention that this northern portion (i.e., Site 113, now AASA #65) should not be designated as an Urban Reserve.

Granted the current Metro Council is free to make its own decisions regarding AASA #65, however the former Metro Council made a decision to not designate Site #113 (a subset of former site #49 and now AASA #65) as an Urban Reserve supported by substantial evidence in the whole record at the time of these proceedings.

Some of the additional evidence that was considered in these proceedings are outlined in the following paragraphs and remain pertinent today.

Site #113, which is the northern portion of URSA #49, has an average slope of 15% per Metro staff subtraction map: #113. Site #113 has a total of 284 acres in property ownership based on Washington County tax maps. The actual parcel acreages are shown on site #113 Lotting Pattern map.

Based on actual calculations from USGS topographic maps and Soil Survey of Washington County by the US Department of Agriculture Soil Conservation Service, 1982, 15% of the 284 acres or 43 acres would be deemed "non buildable" because slopes are greater than 25%. Furthermore, 60% of the 284 acres or 170 acres has an average slope of 16%, which cannot be developed at "efficient" densities, per Metro criteria, without significant cost to control storm water runoff and erosion problems and to build internal streets. These statements are supported by Washington County Soil Survey sheet number 44, which shows the soils to be Cornelius and Kinton silt loams and Sarum silt loam. Note this technical data indicates that when these steeper sloped types of soils experience rapid runoff the hazard of erosion is moderate to severe. Actual proof that rapid runoff can result in severe erosion problems and flooding problems was dramatically demonstrated immediately after the November 1996 rainstorms. This rapid runoff was the result of clear cutting and complete removal of all vegetation on 27 acres just outside the UGB at the north end of site #113 adjacent to Weir Road and immediately west of Murrayhill.

Based on the above calculations and data this indicates that 75% (15% with slopes 25% or greater, 60% with slopes averaging 16%) of the 284 acres or 213 acres is either non-buildable or not "efficiently" buildable. These results are based on pure raw data. However, if one takes into consideration the actual on-site tax lots, lotting patterns and covenants, conditions and restrictions (CC & R's) and other deed restrictions that "run" with the land, the "efficient" development or redevelopment of site #113 is further diminished.

There are only 6 lots of any size (9, 10, 14, 20, 20, & 27 acres) scattered over site #113 that are possibly developable. Of the 100 acres that these six lots total, only about 70 acres are developable when the steep slopes, roads, utility and other development requirements are subtracted out. The remaining 184 acres are already "chopped up" by 100 existing lots ranging from 0.1 to 5.0 acres with an average of 1.8 acres per lot. Most of the 100 lots have some improvements, from expensive to low-end homes, mobile homes, and numerous out buildings (barns, sheds, garages and shops) located on them. All of the existing improved sites have County approved septic systems. Consequently, redevelopment of these lots will be expensive and politically very controversial, to say the least. AASA #65 is only accessible circuitously, via county collector roads (175th, 185th, Kemmer Road, 170th, and Weir Road) to Murray Boulevard (3.5 mile distance), or south via 175th, Scholls Ferry Highway to Murray Boulevard (an over 4 mile distance). These are actually driving distances centroid to centroid. Because of existing lotting patterns, street configurations and recorded plats in Murrayhill development, there are no street access points to any property in AASA #65 from Murrayhill. To provide direct street access for public use between Murrayhill and AASA #65 would mean the purchase or condemnation of 3-4 homes. Not only is this scenario cost prohibitive but it is also highly unlikely given that 1) public agencies rarely, if ever, condemn property under their

eminent domain authority, for the benefit of private development, 2) the majority of the 291 petitioners for the deletion of site #113 were from Murrayhill and would be adamantly opposed to additional traffic through their neighborhoods, 3) lawsuits that would ensue and 4) the highly controversial nature of this issue.

In addition, the heavily forested, steep, irregular terrain with existing development and roads in AASA #65 limit the flexibility in building new roads or widening existing private or public access roads. (Public access roads can be used by the public but do not meet county or city design standards versus a County road built to County design standards.)

The existing roads in Reusser Farms, Siler Ridge, and Sky High Acres developments are private roads which vary from one 10-12 foot gravel lane to two 9-12 foot paved lanes (none of which meet County or City local urban street design standards). Although the streets in Timberline are on a 50-foot right of way, the two paved 12-foot lanes are rural street standards and would have to be reconstructed to include bikeways and sidewalks to meet urban standards.

Note, there is a recorded Restrictive Covenant for a Non-Access Reserve Strip which runs with the land, that establishes a "one foot non-access strip on S.W. Weir Road frontage, except at one driveway location, as approved previously by the County. Note also this agreement shall survive annexation of the property or transfer of jurisdiction..." of Weir Road right-of-way.

So why is this non-access strip significant? It limits the flexibility of the internal street configuration and thus the efficiency of the internal lotting pattern by not allowing additional access points onto Weir Road.

For new or redevelopment to take advantage of existing access points onto 175th Avenue the internal streets would have to be widened from 20 foot roads on private easements to 50 feet of publicly dedicated rights-of-way to meet Washington County local urban street design standards with 12 foot travel lanes, 6 foot bikeways (12 feet) and 6 foot curbs and sidewalks (12 feet). In Siler Ridge development, at least two expensive homes would be severely impacted (including possible relocation or removal) on a blind ninety-degree corner in order to reconstruct 20 foot paved roads on private easements to 50-foot urban street standards. Again, this would require a public agency imposing its condemnation authority to benefit a private developer, which, as stated above, is highly controversial and rarely done.

Furthermore, Washington County Fire Marshall's Services Minimum Design Standards for Roadways "...requires road grades not to exceed an average of 10%, with the Fire Marshall approval of a maximum of 15% for distances, not to exceed 200 feet in length." This is why the home on tax lot 102 Siler Ridge Estates (tax map 1S131AD) had to be built within 10 feet of the edge of the paved road i.e. the Fire Marshall would only approve this location because all other locations on lot 102 (with slopes greater than 15%) exceeded the 200 foot limitation. With many other portions of AASA #65 exceeding 15% slopes the 200-foot limitation would restrict flexibility in home locations.

The external road network on Cooper Mountain i.e., 170th Avenue, 175th Avenue, 185th Avenue, Weir Road and Kemmer Road are all collector roads and provide the only access to homes on Cooper Mountain. These collector roads are not suitable for higher density residential uses dependent on transit services. The existing roads are typically 22-foot rural roads with no shoulder and deep ditches. The likelihood also that transit service would be provided in this area is diminished significantly due to five factors:

- a. the steepness of the road grades,
- b. the narrowness of the roads,
- c. the numerous curves on these roads, and
- d. the icy and snowy conditions on these roads in the winter,
- e. low density now or in the future.

Furthermore, the likelihood that increased bicycle-commuting being feasible in this area is diminished due to the following factors:

- a. the steepness of the road grades and
- b. the widening of these roads to include bikeways would be cost prohibitive due to the steepness of the grades, additional right-of-way requirements; relocation of utilities to accommodate widening; and lack of available road construction revenues.

In addition, Metro's regional transportation plan and system maps do not show these roads as public transportation, pedestrian, freight, and bicycle service routes. Likewise for Washington County proposed transportation plan update.

Conclusion

Based on the above background information and discussion it can reasonably be concluded that:

1. Public services i.e. water, sewer, public transportation and road networks cannot be cost effectively and efficiently expanded into AASA #65, due to the steepness, scattered lotting patterns, existing development, deed restrictions, lack of connectivity, and lack of funding availability particularly on the transportation related issues.
2. The land could not be developed efficiently for many of the same reasons as item #1.
3. The amount of buildable land, i.e. a net of about 70 acres on scattered lots, would not yield high density housing and therefore would contribute little in the

way of improved job/housing balance in Washington County. This low yield housing would be at the expense of many overriding environmental impacts.

4. Environmental impacts on AASA #65 would include:

- a. the designated SNRA and the headwaters of Summer Creek.
- b. The riparian and wildlife corridors between the urban areas and the Cooper Mountain preserve.
- c. Increased erosion hazards resulting from increased runoff and on demonstrated severely erodible soils.
- d. Several natural environmental, physical and visual features (e.g. dense forested canopy) that define the 700 foot summit and east and south slopes of Cooper Mountain from the valley floor below and from Bull Mountain, West Hills, and Mountain Park to name a few.

5. AASA #65 provides an excellent opportunity to provide and preserve a transition area between the urban area and the agricultural, forested, natural and rural reserves and most importantly the Cooper Mountain Natural Preserve that Metro Council and staff, taxpayers, and armies of volunteers have worked so hard to preserve.

In the final analysis AASA #65 is a prime example where all exception lands adjacent to the UGB are not created equal. These exception lands are just dirt. What is critical to consider is the natural, physical and visual features on the site itself and what they represent to the surrounding community. In addition, one needs to consider the pragmatic reality or lack thereof of efficient development of the site with very little return of impact making much difference in the urban densities envisioned by the 2040 Concept Plan.

Whether or not to protect Cooper Mountain natural environment and features can best be summarized in the answer to the question we must ask ourselves as a "community" – do we want Cooper Mountain's east and south slopes to look like Mt. Tabor in southeast Portland or like Bull Mountain in Tigard over the next 10, 20 or 50 years? We and the Petitioners for Cooper Mountain think the choice is clear and well reasoned for current and future generations. It is obvious to us as well that this was the choice the Metro staff recommended in the past and that a former Metro Council unanimously made at their regular meeting in February, 1997.

Request

Accordingly we respectfully request that AASA #65 not be made an Urban Reserve Area or be included in the UGB.

Due to the size and extent of the attachments, copies are only being provided to Metro staff at this time. Thank you in advance for your consideration in this matter and thank you for the opportunity to participate in this process.

Sincerely,

Handwritten signatures of Jerry and Judy Parmenter. The signature of Jerry is on top, and the signature of Judy is below it, both in cursive.

Jerry & Judy Parmenter

Attachments

cc: Metro Councilor (letter only)

Washington County Board of Commissioners (letter only)

Clark Eisert
Clay Street Neighborhood Association
10685 SW Clay St
Sherwood, Or 97140

07/07/02

Mary Webber
Metro
600 NE Grand
Portland, Or 97232-4736

We would like to request that our properties be brought into both Metro's jurisdictional boundary and the urban growth boundary. This will help mitigate the loss in property value we have suffered due to the impact of Coffee Creek Women's Prison.

Clark and Stephanie Eisert
24045 SW Grahams Ferry Rd.
Sherwood, Or 97140

Clark Eisert
Stephanie Eisert

Henry Bopp
24135 SW Grahams Ferry Rd
Sherwood, Or 97140

Henry Bopp

Edna Borders
24245 SW Grahams Ferry Rd
Sherwood, Or 97140

Edna Borders

Clark and Stephanie Eisert
10685 SW Clay St
Sherwood, Or 97140

Clark Eisert
Stephanie Eisert

Brian Clopton
PO Box 472
9425 SW Commerce Circle
Wilsonville, Or 97070

Betty Duffield
10905 SW Clay St
Sherwood, Or 97140

Betty Duffield

Larry Eaton
10935 SW Clay St
Sherwood, Or 97140

Larry C. Eaton

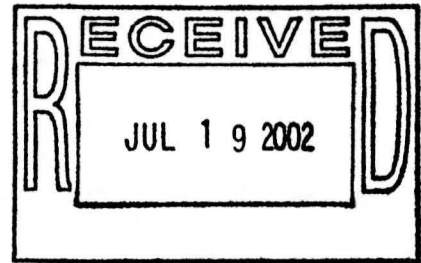
Lorelei Elford
Kathy McNeil
11055 SW Clay St
Sherwood, Or 97140

Lorelei Elford

Kathy McNeil

Kathy Ulrich
11225 SW Clay St
Sherwood, Or 97140

Kathy Ulrich



July 8, 2002

Hon. Mike Burton, Executive Officer
Metro
600 N.E. Grand Avenue
Portland, OR 97232

RE: 2002 Metro UGB Recommendations.

Dear Mr. Burton: *mike*

Request:

As you may know, the Tualatin Basin Natural Resources Coordinating Committee's (TBNRCC) principal charge concerns Metro's Regional Goal 5 work. However, the relationship between regional Goal 5 issues and UGB expansion issues has lead us to consider topics concerning UGB matters. This letter was discussed at the July 8th, meeting of the TBNRCC and was unanimously endorsed by myself and the following TBNRCC members: Tom Hughes – City of Hillsboro, Kay Walker – City of Cornelius, Richard Kidd – City of Forest Grove, Dean Gibbs – City of Durham, Jim Griffith – City of Tigard, Ed Truax – City of Tualatin, Rob Drake – City of Beaverton and Dick Schouten - Washington County / Clean Water Services. We are respectfully asking you to recommend to the Metro Council on August 1, 2002 that sufficient, suitable land in Washington County be added to the Metro UGB for future expansion of the West Side high tech industrial cluster. This will enable the cluster to respond to anticipated local, national and international demand for large industrial sites within the West Side "Silicon Crescent" (See enclosed PDC map).

Need:

Our request arises from a documented region-wide 20-year need for eight large high tech/flex space industrial lots (about 740 acres of the total region-wide need for 5,700 industrial acres that cannot be accommodated inside the current UGB). This need is described in the Metro DRC *Urban Growth Report: 2002 – 2022* (Yee, 5/20/02). Our request concerns the need in the region for available, ready-to-develop industrial parcels over 50 acres in size as described in the *Regional Industrial Land Study – Phase 3* (Otak, Inc., EcoNorthwest et al, 2001) that cannot be efficiently and economically accommodated today in other parts of the Portland region. This need is clearly demonstrated by the inability last year of Applied Materials, one of the world's largest producers of semiconductor manufacturing equipment and principal supplier to Intel and other semiconductor manufacturers in the Portland area, to find a 75-acre site close to high tech customers in the region.

The regional and statewide economic contributions of the Portland region's "Silicon Forest" and especially its West Side high tech industry clusters, are well-known and documented. High technology (electronics, computers, instruments and software firms and related suppliers) is the region's largest traded sector. High technology employs more than 70,000 persons in this region and it is important to note that 30,000 of these jobs were added in the 1990s. The average annual wage in the electronics and software firms exceeds \$50,000 (about two-thirds higher than the average pay for all jobs in the region). High tech firms have a total payroll exceeding \$3.5 billion with a spending multiplier effect throughout the regional economy exceeding \$5 billion.

July 8, 2002

Page 2

The bulk of the region's high tech firms, their suppliers and employees (60,000) are concentrated in the Silicon Crescent, with a secondary concentration of firms in downtown Portland and a few large firms in Northwest Portland, Gresham and Clark County, Washington. Most of the region's semiconductor makers, semiconductor manufacturing equipment producers, and electronic design automation firms, and their suppliers, wholesalers, and workers are all located within a short drive of one another within the area referenced as the Silicon Crescent. The main reasons for new firms wanting to locate near other firms in the Silicon Crescent are the mutual advantages that arise from customers and suppliers being located close together and a need to be able to easily tap a large, nearby pool of talented workers.

Farmland Tradeoffs:

We appreciate and understand a reluctance to rely on farmland to meet regional land needs for housing and jobs. We too, believe it is critically important as a general rule to protect our productive farmland. However, the *Urban Growth Report - 2002-2022* is clear that the need for eight (8) more large industrial sites (around 740 acres), cannot be accommodated inside the current UGB. And, in Washington County the suitably located and easily served potential sites for such large high tech-related industrial uses that are adjacent to the current UGB contain mostly Class I and II soils. The persistent economic slump in the region, which has hit the high tech industry particularly hard, compels a hard look at making tradeoffs between absolute farmland protection in Washington County, and strengthening the economic diversity and competitiveness of the Silicon Crescent and the region as a whole.

We ask that you consider these tradeoffs as you formulate your August 1 UGB recommendations. We hope they include a recommendation to consider adding several suitably located sites in Washington County to the UGB for large high tech industrial lots even though some of them contain Class I or II soils, and to direct staff to prepare the necessary Goal 14 and statutory priority analyses and findings needed to support their inclusion into the UGB.

Thank you for considering this request.

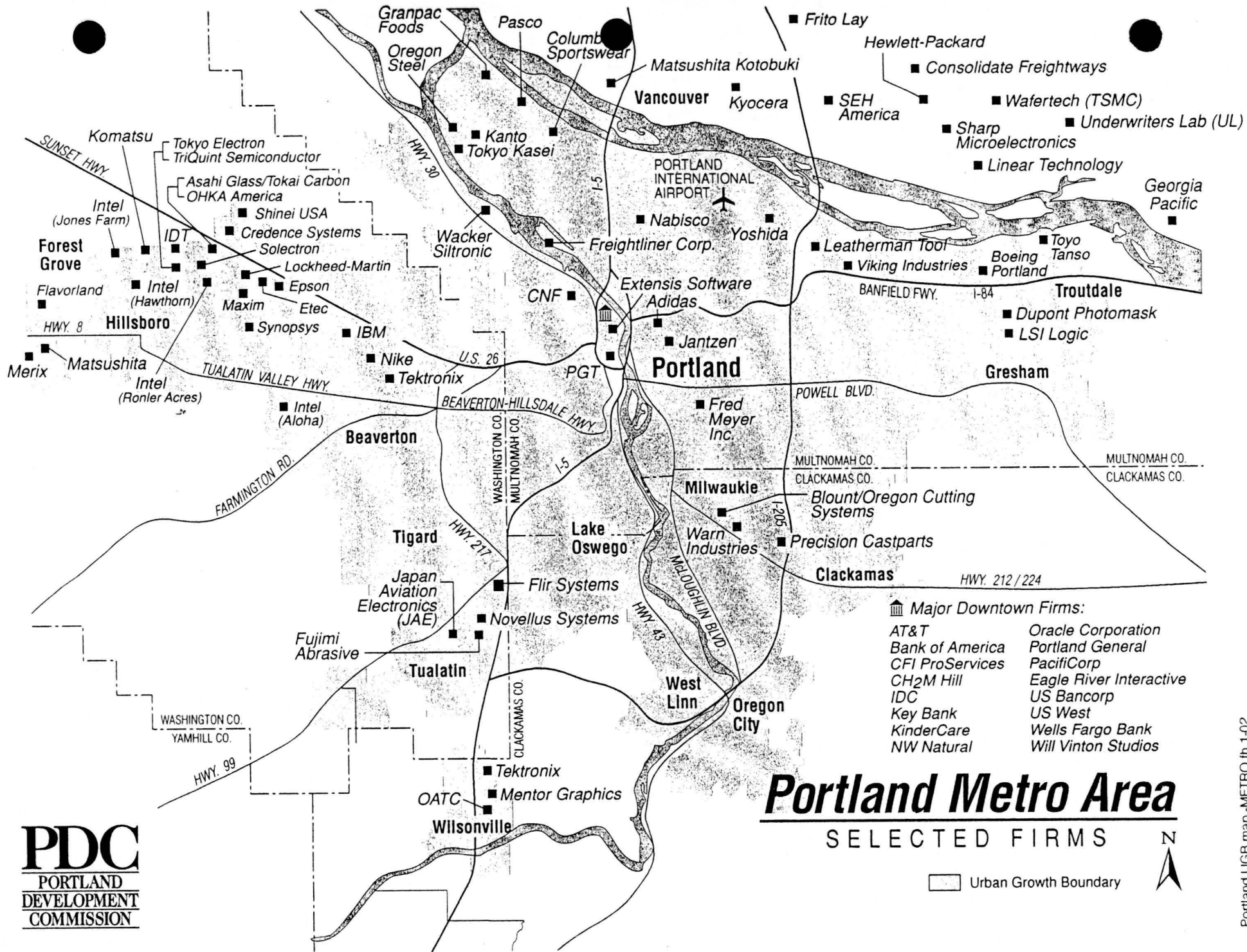
Very Truly Yours,



Tom Brian,
Chair - TBNRCC

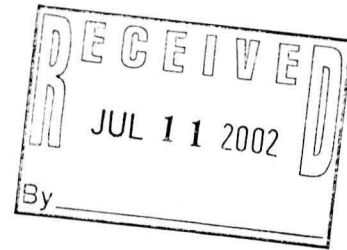
Attach:

Copy: Metro Council
Washington County cities



July 8, 2002

Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland, OR 97232



Mr. Burton:

We are writing to express concern about the possibility of the area in which we live being included into the Urban Growth Boundary. The area I am writing to you about is AASA #65.

We know several other people from this area have written you with their concerns, some of them very lengthy and detailed. We will tell you our concerns in a very short, concise way.

We know there are several environmental reasons for not developing in this area and many of those have been discussed in great detail in other letters. While environmental issues are very important, we are also concerned about things like the steepness of the area. The roads in the area are both narrow and very curvy, making driving for a large number of cars very dangerous, especially during icy and snowy times.

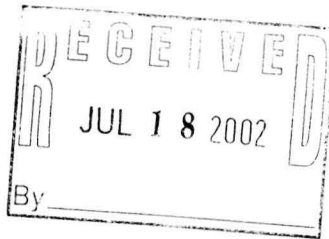
It also seems that because of the steepness of the area there is not really a lot of buildable land available. This would not make development in this area very cost effective and would not provide an opportunity for large numbers of houses to be built.

Because of these reasons, and the many different ones that others have sent to you, we are requesting that AASA #65 not be made an Urban Reserve Area or be included in the UGB.

Thanks you for taking these concerns into consideration.

A handwritten signature in cursive script that reads 'John & Susan Stevko'.

John and Susan Stevko
16930 SW Siler Ridge Lane
Beaverton, OR 97007



July 9, 2002

Mike Burton, Executive Officer
Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Burton,

We are writing to you to let you know that we are very interested in having our property at 705 SW Rosemont Road, West Linn, OR included in the new urban growth boundaries. We have lived at this location for 24 years and would very much like to give our children a site to build a home on.

This area also seems to be a logical choice with its proximity to West Linn and downtown Portland. Many of the utility services are either already in the area or very close by.

If there is anything that we can do to help facilitate making this happen, please do not hesitate to let us know.

Our mailing address is 705 SW Rosemont Road West Linn, OR. Our home phone is 503-635-3160 and Jess's work phone is 503-273-5076.

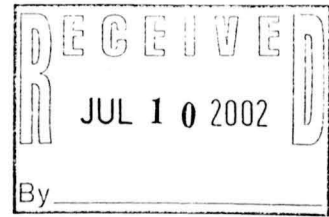
Sincerely,

A handwritten signature in cursive script that reads 'Jana Moses'.

Jana Moses

A handwritten signature in cursive script that reads 'Jess Moses'.

Jess Moses



METRO

REGIONAL SERVICES

METRO COUNCILOR

METRO STAFF

ATT: MIKE BURTON

REGARDING

(URBAN GROWTH BOUNDARY AREA # 37)

WEST LINN

REASONS TO BRING URBAN AREA # 37
INSIDE THE URBAN GROWTH BOUNDRY

1. IT CONTAINS NO FARM OR FOREST LANDS
2. 100% OF THE OWNERS WANT TO BE INCLUDED WITHIN THE GROWTH BOUNDRY
3. METRO WILLINGLY ALLOWED THE BEST PART OF MY PROPERTY, WHICH WAS CONDEMED BY THE SCHOOL TO BE BROUGHT INTO THE URBAN GROWTH BOUNDRY. METRO CONSIDERED THAT MY FARM WAS PERMANLY RUINED AND INCLUDED IT IN URBAN AREA(OLD # 30). THEREFORE IT IS LODGICAL THAT IT BE INCLUDED AT THIS TIME.
4. IT IS A KNOB PROTRUDING INTO THE CURRENT URBAN BROWTH AREA. THREE FOURTHS OF # 37 BOUNDRIES ARE TOUCHING THE CURRENT URBAN GROWTH AREA
5. TOUCHING ITS BOUNDRIES ARE:
 - A. ROSEMOUNT RIDGE MIDDLE SCHOOL
 - B. WEST LINN CITY HALL AND SERVICES
 - C. WEST LINN SENIOR CENTER
 - D. WEST LINN'S NEWEST SHOPPING MALL
 - E. FUTURE WATER RESEVIOR SITE
 - F. MULI LEVEL APARTMENTS AND TOWN HOUSES WITH NO BUFFER AT ALL
 - G. PAVED MAIN ROADS (SALAMO AND ROSEMONT)
 - H. MAIN POWER LINES, GAS LINES, SEWER LINES WATER LINES, TELEPHONE LINES ETC.
6. THERE ARE NOT NATUAL FEATURES OR HAZARDS THAT NEED TO BE PROTECTED OR AVOIDED.(NOTE THE LETTER FROM THE COUNTY THAT WE HAVE NO SET BACK OR STREAMS ON OUR 40 ACRES)
7. THERE ARE ONLY TWO HOUSES ON ONE HUNDRED ACRES. OUR OLD FARM HOUSE AND A NEW ONE JUST BEING BUILT. THIS LEAVES THE MAJORITY OF THE LAND LAND WIDE OPEN FOR DEVELOPMENT IN THE PROPER WAY. UNLIKE THE DAMASUS AREA THAT IS ALREADY BROKEN UP IN FIVE ACRES OR LESS LOTS.
8. SIXTY ACRES (BRANDYWINE ESTATES) HAS BEEN BROKEN UP INTO TEN PARCELS ONE LARGE AND NINE SMALL. THEY ARE CURRENTLY FOR SALE. THIS IS THE POOREST POSSIBLE PLANNING FOR AN AREA THAT ABUTTS WEST LINN CITY HALL. IF THIS AREA DOES NOT COME INTO THE URBAN GROWTH BOUNDRY THESE LOTS WILL BE SOLD AND BUILT UPON. THAT WILL FOR EVER RUIN ANY PROPER PLANNING FOR WHAT WILL BE THE GOEGRAPIC CENTER OF FUTURE WEST LINN. SHAME ON METRO IF THEY ALLOW THIS TO HAPPEN AFTER TAKEING MINE FOR A SCHOOL.
9. NINETY PERCENT OF THE LAND CONTAINED IN # 37 IS BUILDABLE ON ROCKY GROUND WITH SOILS UNSUITABLE FOR FARMING OR ANY OTHER PRODUCTIVE USE.
10. THERE IS ALREADY A MAJOR (COLLECTOR) ROAD BUILT INTO THE HEART OF THE AREA NAMED BRANDYWINE DRIVE AND DEDICATED TO THE COUNTY. ALL OF THE UTILITES HAVE BEEN PLANNED FOR AND ARE VAULTED UNDER GROUND. THERE ARE ALSO TWO OTHER ROADS INTO THE HEART ONE PAVED AND ONE GRAVEL THEY ALL BASICLY MEET IN THE CENTER.
11. THE ENTIRE AREA IS IN LARGE ACREAGES AND THE EXISTING HOUSES SPACED TO ALLOW FOR EASY SUB DEVELOPMENT.

12. ALL THE OLDER TIMBER HAS BEEN LOGGED. THERE ARE ONLY A FEW SCATTERED FIR TREES OF ANY SIZE. THE MAJORITY HAS BRUSH, VOLUNTEER MAPLES AND OVER GROWN CHRISTMAS TREE PATCHES PLANTED MAINLY FOR TAX BREAKS
13. HISTORIC WEST LINN IS IN TROUBLE COMMERCIALY. THERE IS VERY LITTLE FLAT GROUND. THERE IS NO OPPERTUNITY FOR ANY FURTHER DEVELOPMENT OR RE DEVELOPMENT. ADDING # 37 TO THE CITY WILL GIVE IT THE COMMERCIAL CORE IS SO DESPERATELY NEEDS. THERE IS CURRENTLY NOT EVEN ENOUGH FLAT GROUND FOR A THEATER OR MOVE HOUSE. THERE IS ENOUGH FLAT SPACE IN # 37 FOR A BUSINESS CAMPUSS WHICH WILL GIVE HIGH TAX ASSESMENT WITH LOW IMPACT ON SEVICES. IF IT IS BROUGHT IN BEFORE IT RUINED IN TINY CHUNKS
14. THERE IS NO WILDLIFE IN THE AREA THAT WOULD BE EFFECTED.
15. # 37 IS INCLUDED IN WEST LINNS GROWTH PLANS FOR THE FUTURE. THIS WAS A STUDY FUNDED BY THE PREVIOUS CITY 'OUNCIL. THE STUDY TOOK ONE YEAR AND WAS MADE UP OF OVER TWENTY CTIZENS.
16. IF METRO FOLLOWS ITS "HIERARCHY OF LANDS" TO FIRST EXPAND ON LAND THAT HAS THE LEAST VALUE FOR FARMING AND FORESTRY IT WILL TAKE # 37 FIRST. THERE IS NO POSSIBLITY OF ANY FARMING OR FORESTRY ON THIS LAND. IT IS TO ROCKY AND TO POOR A SOIL TO FARM "FOR A PROFIT" AND TO CLOSE TO POULATION FOR FOREST BURNIG AND SPRAYING. THE LAND IS JUST LIEING IDLE, WAITING FOR METRO TO ALLOW IT TO BE PUT TO ITS BEST USE URBAN DEVELOPMENT.
17. IT HAS THE ABILITY TO BE EASILY PROVIDED PUBLIC SERVICES AND INFRASTRUCTURE AS THEY CURRENTLY BORDER IT ON THREE SIDES AND GO ALONG BRANDYWINE DRIVE TO THE HEART. THERE ARE NO DIFFICULTIES AT ALL.
18. THIS IS AN IDEAL AREA FOR MIXED USE WITH HOUSEING JOBS, AND TRANSPOTATION
19. THIS IS AN OPPERTUNITY TO MOVE WEST LINN TOWARD A COMPLETE COMMUNITY WITH JOBS AND SHOPPING AND HOUSEING ALL CLOSE TOGETHER.
20. THIS IS THE BEST PLACE TO EXPAND THE URBAN GROWTH BOUNDRY

RESPECTFULLY SUBMITTED BY

Kent Seida
 KENT SEIDA
 17501 S.E. FOREST HILL DR.
 CLACKAMAS, OREGON 97015

(503) 658-3912

I HAVE GIVEN METRO SOME REASONS WHY # 37 SHOULD BE THE FIRST PIECE OF PROEPRTY BROUGHT INTO THE URBAN GROWTH BOUNDARY AND ASK THAT MIKE BURTON INCLUDE IT IN HIS AUGUST LIST. THERE ARE ONLY ABOUT 200 ACRES SO THE AREA IS QUITE SMALL COMPARED TO THE TOTAL AMOUNT NEEDED.

THEREFORE THE INCLUSION OF THIS PROPERTY THAT MEETS AND BEATS ALL THE REQUIREMENTS SHOULD BE AN EASY CHOICE. IT IS APROVED BY ALL THE OWNERS AND IS INCLUDED IN WEST LINNS PROJECTED GROWTH PLANNS.

I AM THEREFORE REQUESTING THAT URBAN AREA # 37 BE INCLUDED IN THE FUTURE URBAN GROWTH BOUNDRY.

I AM ATTACHING SEVERAL SUPPORT DOCUMENTS AND PHOTOS TO SUPPORT MY REQUEST FOR INCLUSION .



URBAN AREA # 37

Urban Reserve 30

- Urban Reserve 30
- West Lim
- Proposed Sanitary Sewer Line
- Existing Sanitary Sewer Line
- Basin
- 10 Ft. Contours

LEGEND

- MIXED USE
- HIGH DENSITY RESIDENTIAL (12-20 du/ac)
- MEDIUM DENSITY RESIDENTIAL (6-12 du/ac)
- LOW DENSITY RESIDENTIAL (2-6 du/ac)
- FLIGHT RESIDENTIAL
- OPEN SPACE
- EXISTING HOMES
- AQUATIC CENTER/ATHLETIC CLUB
- ACQUISITION LOCATIONS

JUNE 8TH, 1999



200 0 200 400 Feet



DRAFT Metro's Goal 5 Inventory Map 2S1E26

 Stream

PLEASE NOTE:
VERY LIMITED
STREAMS NONE
ON SEIDA PROPERTY;

URBAN AREA

317

Kent Seida's
property

School

153
311

WEST LINN
CITY HALL
*

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

0 400 800 1200 Feet
1" = 800 feet



METRO

600 NE Grand Ave.
Portland, OR 97232-2738
503 797-1742 FAX 503 797-1909
Email: drc@metro.dst.or.us



*Clackamas
County*

DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

April 19, 2002

Kent Seida
17501 SE Forest Hill Dr.
Clackamas OR 97015

SUBJ: Property Described as T2S, R1E, Section 26 Tax Lot 200; 21895 S Salamo Rd.
West Linn; File No. Z0774-01-C

Dear Mr. Seida,

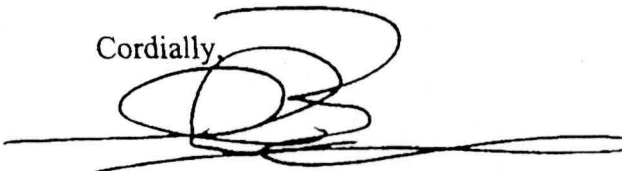
I have received your letter regarding the subject property. It is my understanding the issue is whether or not the County will administer a stream corridor setback for the stream that has been mapped on the property.

Stream corridor setbacks are provided for in Section 704 of the Clackamas County Zoning and Development Ordinance. Subsection 704.03 authorizes the County to administer these setbacks for significant streams. This subsection also acknowledges the location of these streams may vary when more specific information is available. Consequently, the administration of setbacks will be applied to the actual location of the stream as determined by the most accurate information.

You have submitted evidence that identifies the stream is not located in the area shown on the County's maps. This evidence includes confirmation from the Oregon Division of State Lands no waters subject to their permit requirements are located on the property. As a result, there is no basis to administer stream corridor setbacks on the subject property.

Should you have any questions or wish to discuss this further, please feel free to contact me direct at (503) 353-4508.

Cordially,



John Borge, Principal Planner
Land Use and Environmental Planning

DIVISION OF
STATE LAND

October 13, 1993

Mr. Arthur G. Crook
A.G. Crook Co.
1800 NW 169th Place, Suite B-100
Beaverton, OR 97006

STATE LAND BOARD

BARBARA ROBERTS
Governor

PHIL KEISLING
Secretary of State

JIM HILL
State Treasurer

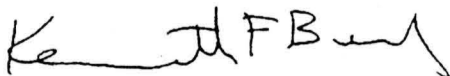
Re: Wetland determination for Seida Construction,
Clackamas County, T2S, R1E, Section 26.

Dear Art:

I have reviewed your letter of September 27, 1993 concerning the above referenced site. Based on the information presented, I concur that there are no wetlands or other waters subject to the permit requirements of Oregon's Removal-Fill Law (ORS 196.800-196.990).

Thank you for the complete documentation, it helped my review. If you have any questions concerning this letter, please call.

Sincerely,



Kenneth F. Bierly
Wetlands Program Manager

KFB/dsh
ken:609

cc. Mr. Kent Seida
Clackamas County Planning Department
Tami Burness, Division of State Lands



775 Summer Street NE
Salem, OR 97310-1337
(503) 378-3805
FAX (503) 378-4844



METRO

February 20, 2002

Mr. Kent Seida
Kent Seida Construction
17501 S.E. Forest Hill Drive
Clackamas, OR 97015

Dear Mr. Seida:

Re: Metro's Goal 5 Inventory Map Correction

Thank you for submitting a map change request for your property located in Section 2s1e26 (tax lot 200) in Clackamas County. We have reviewed your request and accompanying documentation and agree with the change you have proposed. The stream segment that appeared on Metro's Goal 5 map has been removed. The final version of Metro's Goal 5 inventory map will reflect this change.

If you have any questions, please call me at 503-797-1726 or Carol Krigger at 503-797-1817.

Sincerely,



Paul Ketcham
Principal Regional Planner
Planning Department

PK/CK/srb
I:\gm\long_range_planning\share\Goal 5\Map Corrections\Seida006-02.doc

cc: Carol Krigger

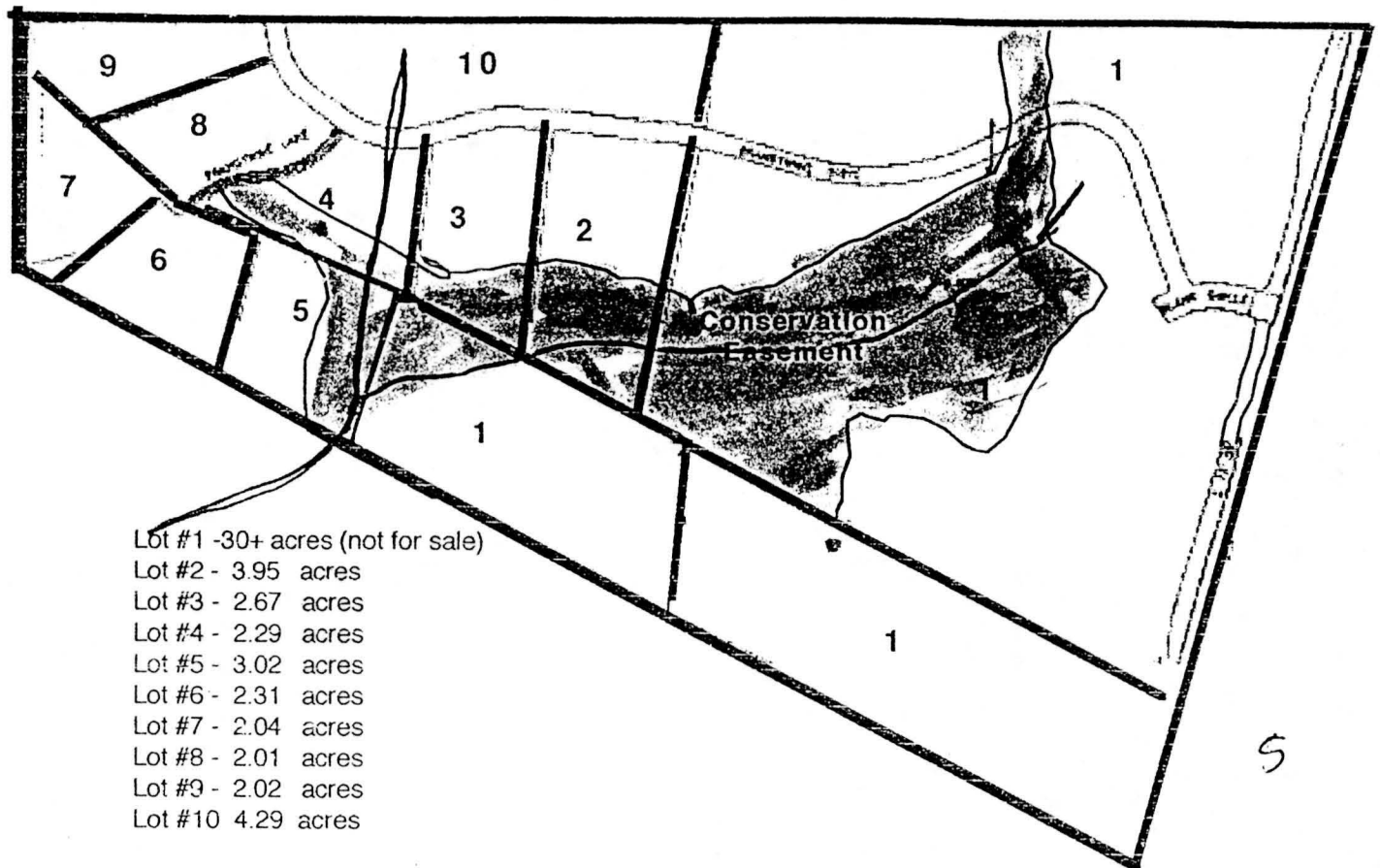
101 1,000

Brandywine Estates

- ◆ *A new community of nine exquisite homes in West Linn.*
- ◆ *All on acreage with sunset views and protective CC&R's*
- ◆ *Custom constructed by Martin Clark of Family Homes of America and his award winning team of professionals.*

For Connoisseurs Of Fine Homes
www.brandywineestates.com

Brandywine Estates



Lot #1 -30+ acres (not for sale)
 Lot #2 - 3.95 acres
 Lot #3 - 2.67 acres
 Lot #4 - 2.29 acres
 Lot #5 - 3.02 acres
 Lot #6 - 2.31 acres
 Lot #7 - 2.04 acres
 Lot #8 - 2.01 acres
 Lot #9 - 2.02 acres
 Lot #10 4.29 acres

At a Glance: Brandywine Estates is a new twenty five acre community of nine, yet to be built, exquisite homes on acreage with a view. Each home to be custom crafted by builder Martin Clark of Family Homes of America and his award winning team of professionals. Lot sizes range from two to four acres with a conservation easement threaded through the property. Lots five, six and seven will be gated, and all lots will benefit from protective CC&R's.

Price: Land and home prices start at \$1,100,000 (4000 sq. ft. minimum). There are proposed plans ready for your consideration, or bring your ideas and Martin Clark will work with you and your architect to build the home of your dreams.

"Marty Clark not only met our expectations, but exceeded them. He made it a trusting and pleasurable construction experience."

John and Debi Sermeus
Home owner in West Linn

"I thoroughly enjoy working with Marty. His attention to detail and quality is terrific. Marty is great throughout the entire process."

J.E. Krause
J.E. Krause & Associates
"Street of Dreams" award winning architect

Steve Wilkes
Associate Broker
Re/Max Equity Group Inc.

503-495-3284

For Connoisseurs Of Fine Homes
www.brandywineestates.com

Tip Hanzlik
Broker
Realty by Referral

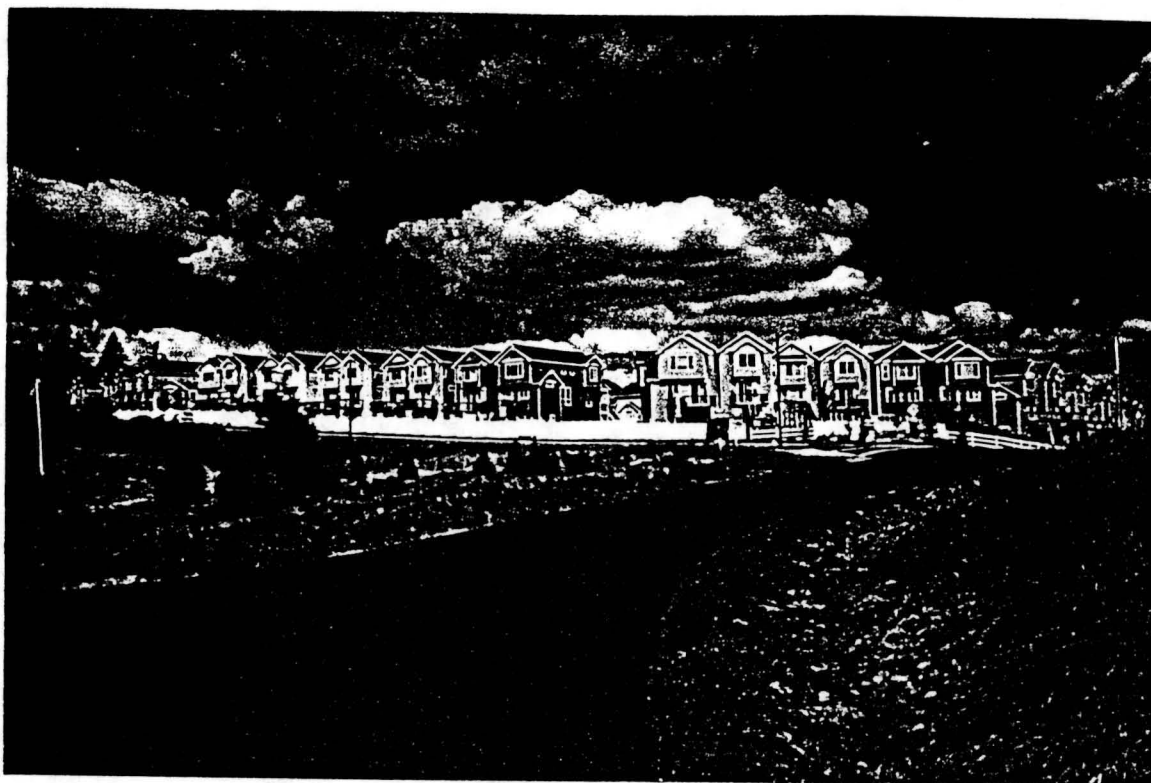
503-807-2556



** PHOTOS SHOW THE SLOPE OF THE GROUND WILL ALLOW FOR EASY BUILDING
 THIS IS THE SEIDA PROPERTY DESIGNATED FOR MIX USE. THIS AREA IS THE ONE
 HOPE FOR ANY COMMERCAIL DEVELOPMENT IN WEST LINN DO TO SLOPES. THIS
 AREA COULD BE FUTURE OFFICE CAMPUSS. FOR COMPLETE COMMUNITIES

THERE IS APROX FOURTY ACRES IN ONE PIECE. NEXT TO SIXTEY ACRES





** PLEASE NOTICE TOWNHOUSES THAT BORDER TWO THIRDS OF THE EAST BOUNDARY ALONG SALAMO ROAD. THERE IS NO BUFFER OR TRANSITION FROM HEAVY DENSITY TO RURAL LAND.

NOTICE BELOW APARTMENT MULTI STORY ON THE BOUNDARY LINE





**WEST LINN NEWEST AND LARGEST SHOPPING MALL AND CIVIC BUILDINGS
 NOTICE WEST LINN CITY HALL THE TALLEST BUILDING IN THE PICTURE

ROSEMONT RIDGE MIDDLE SCHOOL WHICH THRU CONDEMNATION TOOK THE HEART OUT
 OF MY FAMILY FARM. THIS PROPERTY WAS IMMEDIATELY ALLOWED TO COME INTO THE UGB
NOW IT ONLY MAKES SENSE TO BRING THE REST OF THE USELESS PROPERTY IN.

NOTICE THE APARTMENTS IN THE BACKGROUND YOU NEED # 37 TO GET LAND FOR JOBS
 A SCHOOL SHOULD NOT BE THE EDGE OF THE UGB BUT RATHER SURROUNDED BY IT

Also the Senior Center





** NOTICE THE ONE HOUSE ON 60 ACRES JUST BEING BUILT. YOU CAN ALSO SEE THE LOTS THAT ARE ALL FOR SALE. THERE IS A SHADOW PLATT THAT SHOWS THE LOTS AND BLOCKS IF THIS IS BROUGHT INTO THE UGB. IF IT IS NOT BROUGHT IN NOW AND SOLD IN THREEE ACRE CHUNKS SHAME ON METRO FOR ALLOWING THE POOREST OF PLANNING TO HAPPEN.

THIS PICTURE SHOWS THE NICELY SLOPED LAND IDEAL FOR A MIXED USE AREA TO ENABLE JOBS AND A COMPLETE COMMUNITY. YOU CAN HEAR THE FREEWAY NOISE ONE MILE AWAY. THIS IS NOT A QUIET PEACEFUL PLACE ANY MORE., IT IS ONLY WAITING FOR DEVELOPMENT THAT SHOULD BE PROPERLY PLANNED





** NEW WEST LINN SENIOR CENTER BORDERS UGB # 37 **
 NOTE: APARTMENTS IN THE BACKGROUND ALSO BORDERING # 37

** SALAMO ROAD MAJOR COLLECTOR THAT BORDERS # 37 ALSO ROSEMONT
 RIDGE MIDDLE SCHOOL



**Welcome
to the
Rosemont Ridge Design Workshop
September 19-20-21, 2000**

Agenda for the Three Days

Tuesday, September 19, 7:00-9:00 pm

- Welcome and Introductions
- Purpose and Process Overview
- Existing Conditions
- Preliminary Plan Concepts for Discussion

Wednesday, September 20, 7:00-9:00 pm

An Open House format will be used for Wednesday evening. All participants are invited to view the working drawings, ask questions and discuss ideas. Everyone (who wants to) gets to draw!

Thursday, September 21, 7:00-9:00 pm

- Welcome
- Overview of Ideas and Direction from the Tuesday and Wednesday Sessions
- Presentation and Discussion of Refined Alternatives
- Next Steps

A Note Regarding Wednesday and Thursday – Can people visit during the day on Wednesday and Thursday? Absolutely. We ask that visitors come after 11 AM, and, limit their visit to a reasonable length of time. This will allow the team to complete its work each day. Thanks.

Selected Questions and Answers About the Rosemont Ridge Planning Process

What is the purpose of this effort? The basic purpose is to provide information to the community and City Council to assist decision makers and the public about future expansion of the urban growth boundary and city limits. It is a non-binding planning study intended to inform future decisions.

Who is guiding the work? The work is guided by a 21 member Coordinating Committee that includes membership from the City Council (1 member), Planning Commission (2), Clackamas County (1), Lake Oswego (1), School District (1), property owners (4), and citizenry (11). They are supported by a nine-member Technical Advisory Committee.

What is the purpose of the 3-day workshop? The workshop's purpose is to engage the public in preparing up to three alternative conceptual plans. The 3-day format allows for an intensive and collaborative effort where ideas are proposed, illustrated and discussed in "real time". This format increases the opportunities for many parties and advisors to work together.

What happens after the workshop? In a nutshell, the process is:

October — Report of workshop results to the citizen-based Coordinating Committee.

November — Interim report to the City Council.

November - December — Evaluation of the Alternative Plans (Cost-Benefit Analysis)

December - January, 2001 — Preparation of report from the Coordination Committee to the City Council.

Why is the project being privately funded? The City currently does not have funds earmarked for this work, so a collection of the property owners within the former Urban Reserve Area 30 have provided funding for the consultants to assist the community.

Does West Linn "need" more land? It may or may not – this question is up to the City Council and community to determine. The Rosemont Ridge Concept Plan process is trying to inform future decisions about need and annexation by showing how the land might be used, and what the costs and benefits may be of including or not including this area.

Is there a plan to include Wisteria Road properties in the City? No. The Coordinating Committee wants to hear the perspective of residents along Wisteria Road, and involve them in the planning process.

How can I get further information? Contact:

Joe Dills, Otak, 699-4598, joe.dills@otak.com

Darci Rudzinski, City of West Linn Planning, 656-4211, drudzinski@ci.west-linn.or.us

Rosemont Ridge Concept Plan

(Area 30)

Committee Roster

Updated 7/27/00

Coordinating Committee				
<i>Name</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>E-Mail</i>
Ken Sandblast Chair, L.O. Planning Commission	16227 Kimball Street Lake Oswego, OR 97034	722-8585 (w) 636-0721 (h)		
Barbara Coles Clackamas Co. Planning Commission	750 S. Rosemont Road West Linn, OR 97068	636-9655 (w)		
Roger Woehl West Linn - Wilsonville School Dist.	Administration Building PO Box 36 West Linn, OR 97068	638-9869		
John Moss West Linn Planning Commission	4975 Ireland Lane West Linn, OR 97068	656-5005 (w) 656-5452 (h)		
Chuck Wagner West Linn Planning Commission	800 Wendy Court West Linn, OR 97068	557-8673 (w) 655-3539 (h)		
Mike McFarland West Linn City Council	2571 Bronco Court West Linn, OR 97068	230-3100 (w) 655-7275 (h)		
Jeffrey Emery Citizen	1150 S. Rosemont Road West Linn, OR 97068			
Linda Hamel Citizen	5661 Cascade Street West Linn, OR 97068			

<i>Name</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>E-Mail</i>
Renee Herman Property Owner	1148 S. Rosemont Road West Linn, OR 97068			
William Hewitt Citizen	4705 Coho Lane West Linn, OR 97068			
Michael Hughes Citizen	1915 Pinto Court West Linn, OR 97068			
David Kennedy Citizen	19824 Bennington Court West Linn, OR 97068			
Paul Knobel Citizen	4700 Summer Run Drive West Linn, OR 97068			
Ted Kyle Citizen	2465 Randall Street West Linn, OR 97068			
Jay Larson Citizen	605 S. Rosemont Road West Linn, OR 97068			
Bryan Libel Citizen	2007 Virginia Lane West Linn, OR 97068			
Susan Lodge Citizen	5775 Perrin Street West Linn, OR 97068			
Jim Lyon Property Owner	PO Box 625 West Linn, OR 97068			
Edward McLean Property Owner	21575 Shannon Lane West Linn, OR 97068			
Alice Richmond Citizen	3939 Parker Road West Linn, OR 97068			
Kent Seida Property Owner	17501 SE Forest Hill Dr. Clackamas, OR 97015			

Technical Advisory Committee

<i>Name</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>E-Mail</i>
Dan Drentlaw West Linn Planning	22500 Salamo Road West Linn, OR 97068	656-4211	656-4106	ddrentlaw@ci.west-linn.or.us
Darci Rudzinski West Linn Planning	22500 Salamo Road West Linn, OR 97068	656-4211	656-4106	drudzinski@ci.west-linn.or.us
Dave Monson West Linn Public Works	22500 Salamo Road West Linn, OR 97068	722-5500		
Ken Worcester West Linn Parks	22500 Salamo Road West Linn, OR 97068	557-4700		
Roger Woehl West Linn - Wilsonville School District	Administration Building PO Box 36 West Linn, OR 97068	638-9869		
Shari Gilevich Clackamas County Department of Transportation & Development	9101 SE Sunnybrook Blvd. Clackamas, OR 97015	353-4523		sharig@co.clackamas.or.us
Ron Skidmore Clackamas County Department of Transportation & Development	9101 SE Sunnybrook Blvd. Clackamas, OR 97015	353-4529		ronsk@co.clackamas.or.us
Tom Coffee Lake Oswego Planning	380 A Avenue Lake Oswego, OR 97034	635-0270		
Lydia Neill Metro Growth Management	600 NE Grand Avenue Portland, OR 97232	797-1839		neilll@metro.dst.or.us

Policy Direction for Rosemont Ridge Concept Plan

Draft 2 – June 19, 2000

(Note: Project title is a working title.)

This paper outlines the overall policy direction for the Rosemont Ridge Concept Plan. It includes the project purpose, objectives, and descriptions of intergovernmental coordination and citizen involvement opportunities.

Purpose of Plan

The purposes of the Rosemont Concept Plan are to:

- Study alternatives for the future use and character of the study area
- Evaluate the costs and benefits of the various alternatives
- Provide information for future decisions regarding potential expansion of the urban growth boundary and city-wide votes on annexations

(Updated following the June 5th Council and Planning Commission)

Objectives

- Conduct an open planning process that provides a forum for broad public participation and intergovernmental cooperation;
- Provide information to the city and community to inform potential future decisions regarding annexations;
- Explore a potential addition to the City of West Linn that will contribute to the city's long term livability;
- Determine the positive and negative impacts of development alternatives; and
- Prepare a plan that investigates the following:
 - Opportunities for the orderly, economic and efficient provision of urban services, including sewer, water, storm drainage, transportation, fire and police protection, parks, library, planning, engineering and administration, and a financing strategy for those costs
 - Provision for residential densities appropriate to West Linn, and a review of the regional requirement for an average of at least 10 dwelling units per net developable residential acre
 - A diversity of housing stock
 - Provision for appropriate commercial development
 - A transportation plan consistent with the West Linn Comprehensive Plan
 - A strategy for protecting natural resources, fish and wildlife habitat, water quality enhancement and natural hazards mitigation
 - A conceptual school plan which provides, if necessary, for the amount of land and improvements needed for school facilities.

Intergovernmental Coordination

Intergovernmental coordination will occur through the following opportunities:

- Membership on the Coordinating Committee (CC), including representatives from Lake Oswego, Clackamas County and Service Providers.
- Membership on the Technical Advisory Committee (TAC).
- Notice of project activities will be provided. Affected governments will be given the opportunity to participate in the development of project recommendations.
- Review of existing Intergovernmental Agreements and discussion of the need for new resolutions.

Summary of Citizen Involvement

There will be ample opportunity for citizen involvement in the Rosemont Ridge planning process. Opportunities include the following:

- Citizen representation on the Coordinating Committee.
- Citizen input during Coordinating Committee meetings.
- Three day charrette with opportunities for participation
 - Day 1: Community meeting
 - Day 2: Informal open house
 - Day 3: Community meeting
- Interim report to City Council at the end of Phase I.
- Information through the City of West Linn Website.
- Presentation to the Planning Commission on draft findings
- Town Hall on draft findings prior to the City Council presentation on final recommendations

RESOLUTION NO. 00-11**A RESOLUTION SUPPORTING PLANNING FOR FORMER "URBAN RESERVE AREA 30."**

WHEREAS, the City has established "Acquire funding to plan and evaluate land use for Urban Reserve Area 30" as a priority goal for this year; and,

WHEREAS, the area previously designated as "Urban Reserve Area 30" and adjacent properties (referenced herein as UR 30 Area) are designated "Exception" land and zoned for rural residential uses by Clackamas County; and,

WHEREAS, the UR 30 Area could develop under existing zoning and impact the city; and,

WHEREAS, the UR 30 Area will develop in the future and it is in the City's interest to plan for this area to determine the positive and negative impacts of development alternatives; and,

WHEREAS, the City supports conducting an open planning process for UR 30 that provides a forum for broad public participation and intergovernmental cooperation;

NOW, THEREFORE, BE IT RESOLVED BY THE WEST LINN CITY COUNCIL, that:

Section 1: The West Linn City Council supports and will participate in a master planning process for the UR 30 Area. The City's support and participation is based upon the following understandings:

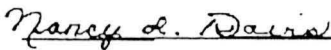
- a. The planning process will be based upon the attached Scope of Work and the project planning team costs will be paid for by the property owners.
- b. The planning process will be open and encourage citizens to participate. Similarly, the process will actively involve the participation and cooperation of city elected and appointed officials and staff, affected cities, the County, School District, and other affected units of government.
- c. The City will appoint a "coordinating committee" made up of citizens, business representatives, property owners, a Planning Commission liaison, and representatives from affected units of government. The role of the coordinating committee will be to provide a forum for discussion, public participation, and intergovernmental coordination during the development of the plan. The coordinating committee will be advisory to the project planning team and make a report to the City Council.

- d. The project will provide an interim report to the City Council at the end of Phase I.
- e. The final report will be reviewed by the Planning Commission, who at their discretion, may or may not forward comment to the City Council.
- f. The project team will forward the proposed UR 30 Area Plan to the City Council. At that time, the Council retains all options to accept, reject, comment, or take no action regarding the proposal.
- g. The Council, at the end of Phase I (planning), may elect to require or conduct additional studies, e.g., cost-benefit analysis.
- h. Future annexation of Urban Reserve Area 30 is subject to a public vote. The vote is to be held as early as possible, during or after the planning process, if recommended by the coordinating committee and on approval of Council.

THIS RESOLUTION ADOPTED BY THE WEST LINN CITY COUNCIL THIS 27th
DAY OF March, 2000.


JILL THORN, MAYOR

Attest:



p:\devrww\resolutions\RES-UR30.3-15-00

URBAN RESERVE 30 PLANNING

PHASE I. LAND USE PLAN DEVELOPMENT

The City will initiate an RFP process to select the most appropriate consultant who will be paid by property owners under contract with the City.

The City and property owners will share consultant selection and review of work products. As a first step, the consultant would facilitate the City Council and Planning Commission in developing a policy position regarding UR 30. The process will then include City appointment of an ad hoc citizen group to meet at least three times to provide input into the plan. The citizen group will consist of property owners of UR 30 and City at large. A technical advisory committee (TAC) would also be formed to provide input through all three phases of the work program provided below:

A. Scope of work.

Task 1: Define study area to determine any additions or deletions to UR 30

- a. Natural features inventory and map preparation
 - slope
 - vegetation cover
 - drainageways/wetlands
 - view sheds
 - urban separation greenbelts and community identity
- b. Street/utility infrastructure inventory and system-wide impacts
 - sewer capacity and distribution (by gravity)
 - water capacity (storage) distribution
 - existing street system and capacity
- c. Existing land use
 - zoning and subdivision
 - vacant parcels, size
 - existing plans including Clackamas County, other jurisdictions
- d. Governance issues
 - existing agency agreements
 - utility and service district jurisdictions
 - State RUGGOs
 - Metro Functional Plan and Title 11 requirements

Task 2: Develop conceptual land use plan

- a. Define buildable area based on natural features inventory, carrying capacity study (Step 1-a)
- b. Review Metro Code 3.09 requirements
 - Density requirement

- affordable housing
- sufficient commercial/industrial designations for town center at Tanner Basin
- c. Evaluate City policy including draft Comp Plan
- d. Designation of major street improvements and connections. Identify needed public facilities such as sanitary sewer, storm sewer, and water improvements.
- e. Locations for single-family, multi-family, commercial lands and corresponding density/intensity. Location for public open space, recreation, parks, schools, fire halls, or other public uses.

Task 3: Develop two or three conceptual land use plans for subsequent evaluation in terms of consistency with:

- Metro Code 3.09/Functional plan requirements
- City policy, particularly Comp Plan

Plan alternatives will be used to analyze and compare the impact on existing infrastructure and service providers and corresponding costs.

PHASE II LAND USE PLAN - COST/BENEFIT ANALYSIS AND SELECTION

A consultant with a specialty in economic analysis would be hired to evaluate the land use alternatives. The consultant may be part of the land use consulting team hired in Phase I, or a separate firm serving as a sub-consultant. The consultant would be managed by the City and property owners and would be paid by the property owners; however, SDC funds may be appropriate to use for this purpose.

1. Evaluate land use plan alternatives based on criteria developed by the consultant. Criteria to include, but not limited to, identification of needed improvements and costs for public facilities and services including:
 - a. Transportation
 - Street system including arterial, collector, and neighborhood collectors construction and connections
 - Transit (bus) service
 - Pedestrian/bike system and connections
 - b. Water
 - storage
 - distribution
 - c. Sewer
 - treatment, water quality standards
 - distribution (gravity locations)
 - d. Storm
 - capacity
 - distribution
 - e. Police

- f. Fire
 - g. Schools
 - h. Parks (including pathways)
- 2. Evaluate revenue generated from each alternative including property tax and SDC funds.
- 3. Prepare cost benefit analysis on each alternative.
- 4. Select Plan based on:
 - a. Cost/benefit analysis
 - b. Consistency with City policy, particularly the draft Comp Plan
 - c. Consistency with Metro Functional Plan and Section 3.09 requirements
- 5. Determine financing strategy
- 6. Report to ad hoc citizen group

PHASE III COMPREHENSIVE PLAN AMENDMENT

City to process an amendment to the plan based on the selected alternative, including City-wide public notice and hearings with the Planning Commission and City Council. If approved, the consultant would assist the City in preparing the plan amendment and necessary application in a form required by Metro to process an Urban Growth Boundary amendment. The consultant would also assist the City in amending the IGA (Intergovernmental Agreement) with Clackamas County.

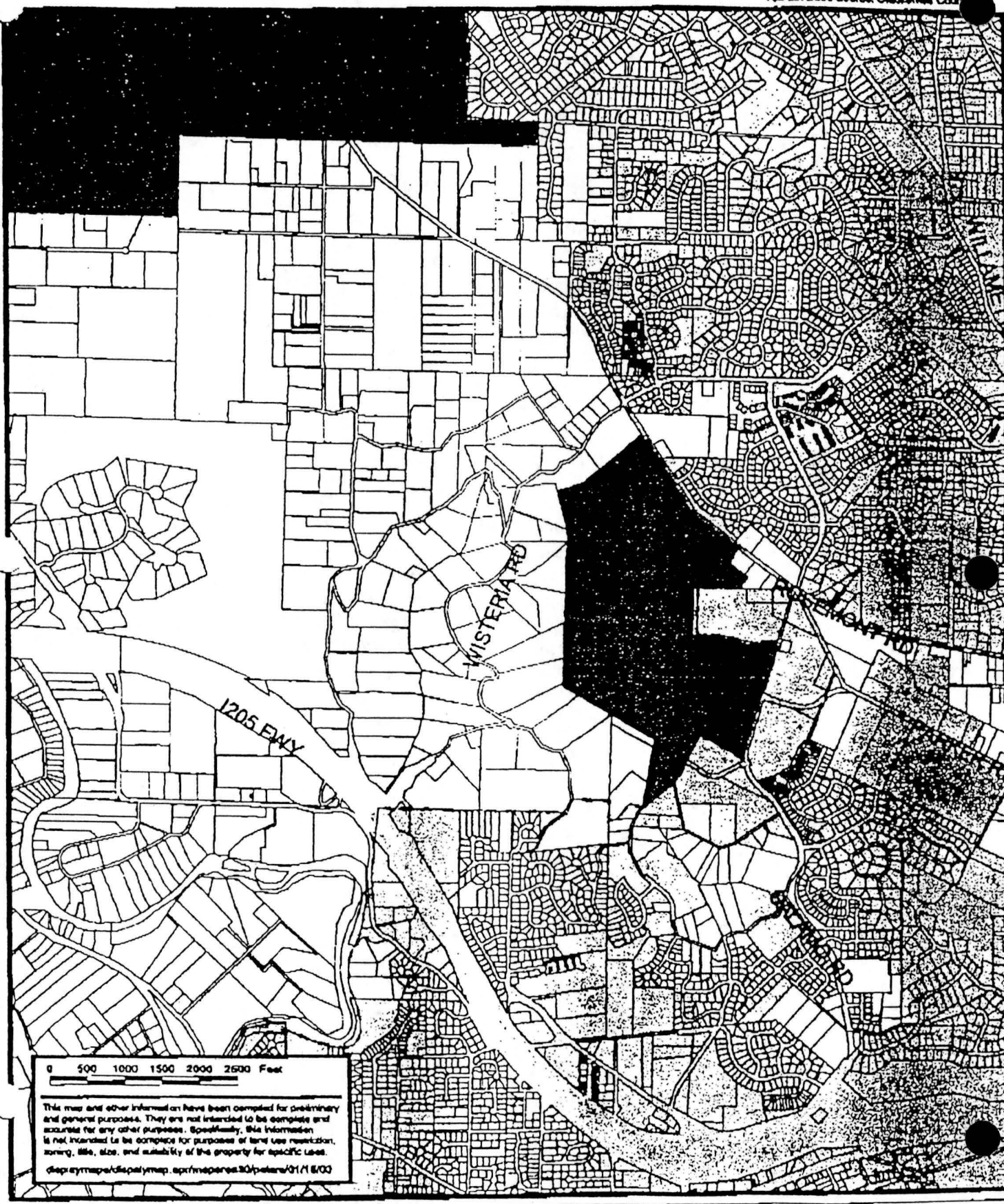


Urban Reserve Area 30

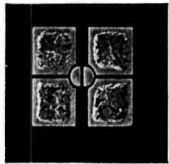
N City of West Linn Geographic Information Systems (GIS)

UGB
Urban Reserves
City Limits
Tax Lots

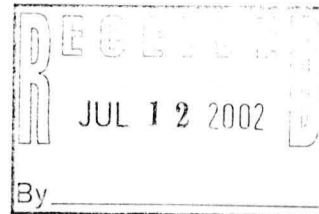
Tax Lot Base Source: Clatsop County



CITY OF HILLSBORO



July 10, 2002



Hon. Mike Burton, Executive Officer
Hon. Carl Hosticka, Chair,
And Metro Councilors
Metro
600 N.E. Grand Avenue
Portland, OR 97232
Attn: Andy Cotugno, Planning Director

RE: Request Consideration of "Shute Road Site" (Hillsboro) in 2002-03 UGB
Periodic Review.

Dear Messers Burton and Hosticka & Metro Councilors:

For the reasons described in this letter and the enclosed information, the City of Hillsboro respectfully requests that:

1. The Metro Executive Officer includes the Shute Road Site (shown on the enclosed map) on the basis of "specific type of industrial land need" under ORS 197.298(3)(a) in his August 1, 2002 UGB recommendations to the Metro Council; and,
2. The Metro Council direct Metro staff to conduct and complete the necessary Goal 14 and ORS 197.298 studies of the Site, and consider including the Site within the Metro UGB in 2002 as a specific type of industrial land need under ORS 197.298(3)(a).

A region-wide need for at least eight (8) large industrial lots (approximately 740 total acres) for high tech/flex space is documented in the latest *Metro Urban Growth Report: 2000-2022* (Yee, 2002). Large lots are needed to support the continued economic viability and a strong national/international competitive position of the high tech cluster within Washington County (the "Silicon Crescent"); this need is well documented by several sources, including the *Phase III Regional Industrial Land Study* (Otak, Inc. et al, 2001), *The Ecology of the Silicon Forest* (Cortright & Mayer, 2002) and *The Westside Economy* (Impresa, Inc., 2002).

The Silicon Crescent's need for additional large lots can be met, in part, by adding two 50-acre sites located, respectively, next to Forest Grove and Cornelius. These two cities are at the West end of the Silicon Crescent (See enclosed PDC Map, 2002). In deference to their urgent need for additional employment land, we limit our Shute Road Site request to the 203 acres shown. (There are about 700 acres, including the Shute Road Site, directly north of Evergreen Road and west of Shute Road that are suitable to accommodate the Silicon Crescent's future need for additional large high tech industrial lots.)

The Shute Road Site abuts Shute and Evergreen Roads (urban arterials) and is located next to the center of the Silicon Crescent. It is near many high tech companies, including Komatsu, IDT, OHKA America, Intel and others and is located close to the Sunset Highway. It contains the unique physical

Hon. Mike Burton and Carl Hosticka
July 10, 2002
Page 2.

and locational features needed to attract major technology companies to the Silicon Crescent, including:

- site characteristics (flat topography with minimal wetlands impact)
- accessibility to existing infrastructure and services
- close proximity to other high tech companies and suppliers
- access to a large pool of talented, specialized high tech workers.

However the site contains Class I and II soils; used in recent years for the growing of feedstock for livestock and is located under the flight path of the north-south Hillsboro Airport runway/approach path, making the Shute Road Site inappropriate for housing use and thus unavailable to address the City's housing need.

Metro's legal counsel has said that, if a land need is for a particular type of employment land with particular site requirements (i.e., a "specific type of identified land need"), under ORS 197.298(3)(a) Metro may turn to lower priority land, even though there is higher priority land available, if the available land does not have the requisite site requirements. The latest *Urban Growth Report* has documented that eight more large high tech lots need to be added to the UGB, confirming that the current UGB lacks such sites. In Washington County, there are no higher priority sites (i.e., urban reserves, exception lands or comparable EFU sites) abutting the UGB with the same locational attributes, characteristics and infrastructure costs efficiencies. The Shute Road Site is best suited to accommodate a part of the Silicon Crescent's immediate need for additional large lots. The enclosed materials prepared by Otak, Inc. demonstrate the cost-efficiency associated with high tech development of the Site.

Each 50-acre site next to Forest Grove and Cornelius would also be suitable to accommodate part of the Silicon Crescent's need for large lots due to their location within, and relative proximity to the center of the high tech cluster within the Silicon Crescent. Please know, however, that we do not ask that these two sites be added to the UGB; that request must come directly from Forest Grove and Cornelius.

Thank you for considering this request.

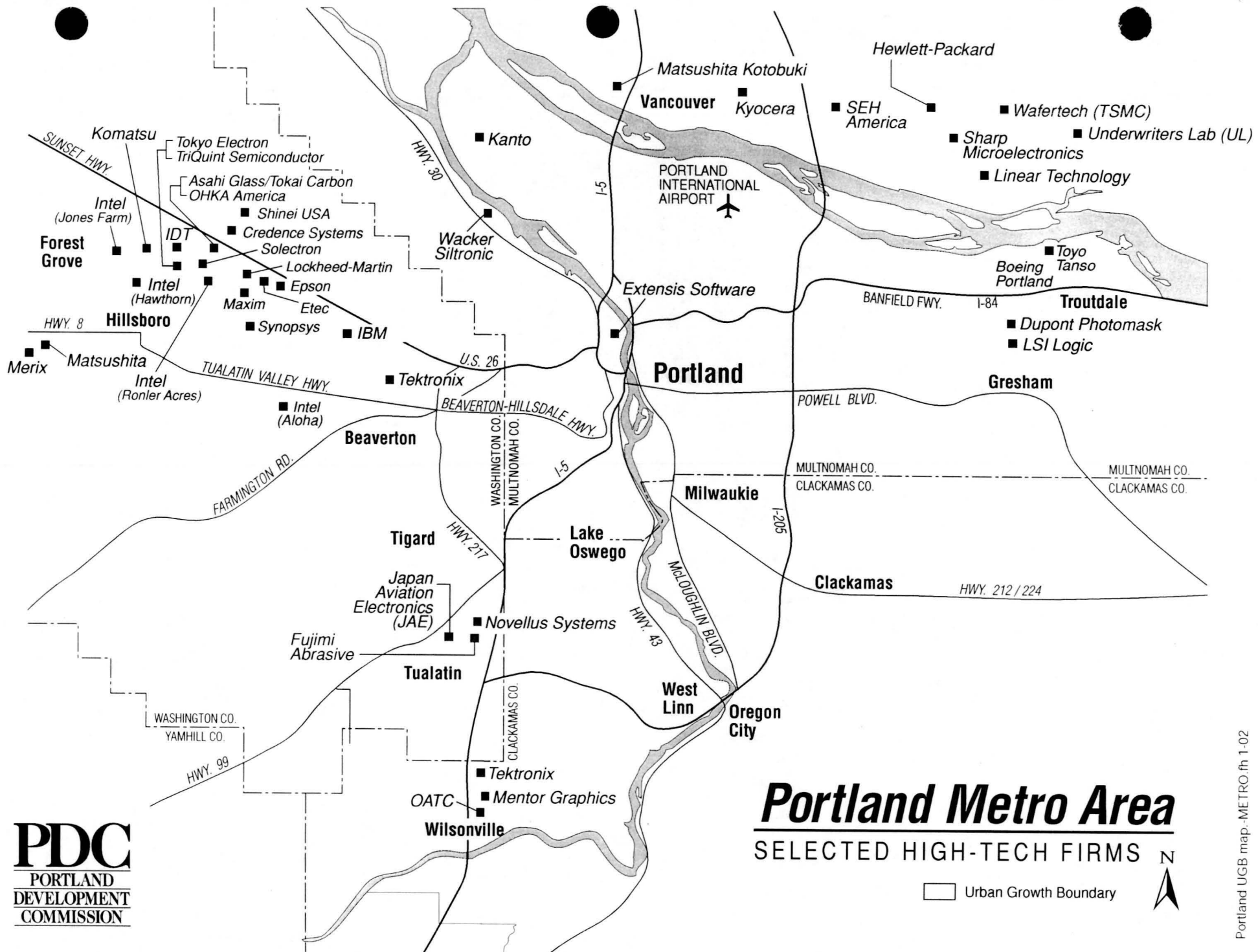
CITY OF HILLSBORO



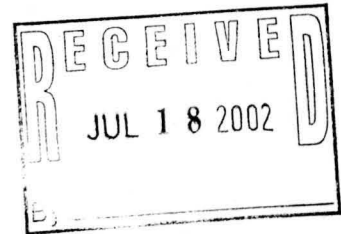
Tom Hughes
Mayor

Copy: Hillsboro City Council
Hillsboro Planning Commission
WestSide Economic Alliance (attn: Steve Clark; Betty Atteberry)

Encl:



Kenneth L. and Gertrude G. Reusser
6107 SW Murray Blvd. #203
Beaverton, OR 97008-4421
Phone: 503-590-3138/3238



July 10, 2002

Mr. Mike Burton, Executive Officer
METRO
600 NE Grand Avenue
Portland, OR 97232

Subject: Planned Expansion of the Urban Growth Boundary

Dear Mr. Burton,

We are aware that there is a new effort to expand the Urban Growth Boudary for a 20-year plan or perhaps even a 50-year plan.

The area where we live is now designated as AASA #65. We are located in Reusser Farms Estates on Reusser Court. (Different from our Mailing Address). Enclosed is a history of my family on Cooper Mountain since 1886. Also, please refer to the letter from Jerry and Judy Parmenter, dated July 6, 2002. It contains a very precise history of earlier efforts on the part of the Petitioners of Cooper Mountain to keep this area OUT OF THE UGB.

The reasons are many for keeping this area as a transition area between

- (1) the many high density developments on the slopes of Cooper Mountain and
- (2) the planned regional park on the top of Cooper Mountain.

Further, we thought that the State laws demanded that such a transitional area must be preserved, and that, therefore, it cannot be developed with high density housing.

For these reasons, and the many important reasons stated in the Parmenters' letter:

We request that the area designated as AASA #65 BE DELETED FROM ANY PLANNED INCLUSION IN THE UGB.

Sincerely yours,

Kenneth L. Reusser
Kenneth L. Reusser

Gertrude G. Reusser
Gertrude G. Reusser

USMC Ret)

A long, horizontal, wavy line drawn in ink, likely a flourish or a signature line.

History of Reusser Farms Estates, Cooper Mountain, Beaverton, OR
July 2002

Kenneth L. Reusser, Col. USMC, Ret.

Mailing Address: 6107 SW Murray Blvd. #203

Beaverton, OR 97008-4421

One hundred and sixteen years ago my grandfather, Alexander Reusser, escaped religious oppression and immigrated from Oberhofen, Switzerland to the USA. He was 17 years old and the year was 1886.

After working his way from Ellis Island, New York, to Beaverton, Oregon, he went to work for a large dairy farm owned by the Oregon Iron and Steel Company, located on the site that is now the intersection of Murray Blvd. and Weir Road. He worked there for six years, and saved every cent he could.

During those years, he explored the area and fell in love with the view of Mt. Hood from the top of Cooper Mountain. It reminded him of his home in Switzerland from where he could see the mountain called "Jungfrau" which has an uncanny resemblance to Mt. Hood when viewed from Reusser Farms. He purchased two adjoining 20-acre parcels of land, the northern one of these parcels is now known as Reusser Farms Estates. The purchase price was \$700 then. On the farm where he worked, he also met another employee, a lovely young lady whose name was Elisabeth. They fell in love, were married in 1893 and settled on his land on Cooper Mountain.

Alexander's younger brother, Gottfried, left Switzerland too in the Spring of 1904 and he purchased the south parcel from his brother. It was their life-long dream to clear the land and establish a farm of their own. They were experts in the use of dynamite, which they used to remove the large root systems. They used the lumber from the harvested trees to build their house, a barn, and a creamery and woodshed. They cut some of the rest into

History of Reusser Farms Estates, Cooper Mountain, Beaverton, OR
July 2002

firewood. They loaded the wood on their wagons and drove on dirt roads to Portland to sell it, only to find that there were no buyers for it. Thus, disappointed, they brought it all back to the farm and burned it.

The permanent pond, formed by Summer Creek, on the north parcel was their source of water. At first they had to carry the water in buckets to the house and the barn. Then they built a sled to transport the water. This was still too time consuming, so they bought a one-cycle gas engine which they used to pump the water up the hill into a cistern, which was also carefully created with dynamite. The final step was to construct a large water storage tank, thus they finally had a gravity-based water system.

Alexander and Gottfried did not know about soil ratings; they thought these farms were just wonderful. They cultivated the soil, added natural fertilizers from the barn, and harvested their crops. I have pictures which show crops as taller than Grandfather.

They had large families who enjoyed all of the necessities of life on these farms. Included were a variety of vegetables, grains, nuts, beef, veal, pork, chicken, eggs, and even a wide variety of flowers and flowering shrubs. There also was an abundance of fruit trees. Some of the original trees remain, including cherries, walnut and hazelnut trees.

My father was Fred Reusser, who served in the Merchant Marines, and became a minister and veterinarian. He married my mother, Etta, in 1904. My parents moved to their own farm on the Oregon Coast. After I arrived in 1920, I spent much of my childhood and teen years on Grandfather's farm on Cooper Mountain. The Northwest corner was always my favorite and I dreamed on having a "crow's nest" there. I remember the farm as a paradise. In fact, to this day, those who live on this land are enjoying lush gardens, fruit and nut trees and beautiful flowers. To this day, there is a functional flower nursery on the property.

As an RPD, the development of the north parcel of 20 acres was limited to seven

History of Reusser Farms Estates, Cooper Mountain, Beaverton, OR
July 2002

homes on lots of a minimum size of one acre. The remainder was required to be kept in an agricultural or forest state. The seedling trees, crops and sheep are still doing well.

Some of you may remember my Aunt, Edna Hurd who was born on the Reusser Farm; she lived here on Cooper Mountain most of her life. She was an Oregon school teacher for over 45 years, most that time she taught at Cooper Mountain School.

The farm pond (also became a beaver pond) has always been an important part of life on the farm and it is still of great importance. In 1945 my aunt, Edna, and her husband, were instrumental in getting the aid of the US Army Corps of Engineers. The Corps performed an extensive project of establishing large holding berms, rebuilding a strong earthen dam and engineered flood control and drainage devices. They also cleared obstructions from Summer Creek in order to assure maximum water flow. The pond and creek are designated in the Washington County SNRP as a *Significant Natural Resource Area*. It was always a beautiful spot with many fish and an abundance of wildlife including, deer, ducks, geese, beavers, and varieties of wild birds. Not so long ago, there were wild animals like coyotes and bobcats.

Alexander and Elisabeth Reusser contributed much to the early community. They had five children, four of whom graduated from college (two school teachers, one nurse, and one (my father) a minister. Along with other early pioneers in this area who were all friends (including the Kemmers, Grabhorns, Gassners, Millers and Weirs, all still have roads named after them), they founded and built the first school (Cooper Mountain School), the first Presbyterian church (located at Eagle Crest on Gassner Road where the cemetery is still located, maintained, and used. My youngest aunt, Florence Griffith, died and was laid to rest there just a few years ago. These pioneers even designed and built the first telephone system on the mountain. On many a stormy night they would leave the safety of their homes to repair their respective sections of the system.

History of Reusser Farms Estates, Cooper Mountain, Beaverton, OR
July 2002

The following is included because I have had many interesting conversations with my neighbors on Cooper Mountain about these subjects.

In 1940 I completed my studies at Oregon State and Linfield College and enlisted in the US Navy Flight Training Program. Nine months later I received my Navy Wings of Gold and a commission as 2nd Lieutenant in the Marine Corps. Then followed an eventful, almost 30-year military career.

During these years in the service, I made a practice of buying a home in most of the locations to which I was assigned; these home ownerships always lasted for one or more years. Whenever I was transferred, my wife and I usually would sell the "old" home and buy a "new" one near the new duty station. In this way, I became familiar with many locations around the country and was able to observe the effects of population growth. For example, I have owned homes in Seattle, WA; Laguna Beach, Santa Ana, Tustin, Granada Hills, and San Jose, CA; Atlanta, GA; Arlington, VA, and Washington D.C. In almost all of these locations, population growth had a very negative effect on the neighborhoods and I would not want to live in any of them now.

During all of my years in the military, I have had pleasant memories of Cooper Mountain. The first time I brought my wife, Trudy, to visit my Oregon relatives and Cooper Mountain, she, too, fell in love with this beautiful place. We then spent as much time as possible in Oregon and the Beaverton area. We both knew we wanted to retire on "Grandfather's old homestead". However, we did not make the decision to go ahead until we very carefully considered the probable effects of population growth. As a result of our study, we decided that some growth would no doubt occur; but we were convinced that Cooper Mountain did not lend itself to high density development because of the following factors:

History of Reusser Farms Estates, Cooper Mountain, Beaverton, OR
July 2002

narrow roads

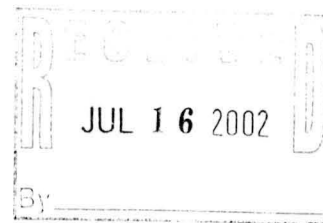
steep terrain

danger of erosion

flood control

preserving at least some natural spaces, sufficient to future population. Also, the Washington County Planning Commission staff also assured us that Reusser Rd. (now 175th Ave) would not be widened to accommodate more lanes and that only a 10% increase in traffic was expected by the year 2004. We also were told that the Summer Creek area and the old pond on the Reusser Farm were protected from development by the wetlands laws in Oregon.

Any consideration of high density development in this area, on top of Cooper Mountain, would have a very negative effect on a rare and beautiful area that is easily accessible to people in Beaverton, Portland, and Tigard, and areas beyond, where high density population areas exist or are being planned and built. If this area is not saved, the current and future generations will be robbed of the kind of beautiful, open spaces that the State of Oregon takes pride in.



Metro Council
Attn: Mike Burton, Exec. Director
600 NE Grand Ave.
Portland, OR. 97232

July 10, 2002

Re: Objection to the Inclusion of tract AASA # 65

Dear Mr. Burton,

I am writing this letter to express my opposition to the expansion of the urban growth boundaries that would include the tract of land identified as AASA # 65.

This proposed expansion would eliminate valued forest space that contributes to the wonderful ambience of Murray Hill. Having recently moved to Murray Hill, I can tell you that the decision to purchase a home in Murray Hill as opposed to areas like West Lynn and Bull Mountain was largely a factor of the neighborhood "feel" created by these woods and open spaces.

The elimination of these areas for further development will only hurt the integrity and value of the Murray Hill community. We certainly do not want our neighborhood to end up looking like another Orange County track development.

Please take this point of view into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Barrett".

Tim Barrett

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797-1547 FAX 503 797-1793



METRO

July 11, 2002

Verla and Amber Dering
PMB #237 822 NW Murray Blvd.
Portland, OR 97229-5868

Dear Ms. Dering:

Mike Burton forwarded your letter to me, and I want to thank you for your comments on your property. We note your support for its inclusion in the Urban Growth Boundary (UGB). Your letter will be distributed to the Metro Council and included as part of the official record for the Metro Council's decision to expand the UGB in December 2002.

Any expansion of the Urban Growth Boundary requires the study of land based on a hierarchy mandated by ORS 197.298, which directs Metro to consider exception land first. Per that mandate, Metro is currently studying all exception land areas contiguous to the UGB. At this stage, no decisions are being made. At the appropriate time, the Metro Council will review correspondence received regarding specific sites.

I want to thank you for taking the time to submit to Metro your position on this very important issue of determining how and where the region should grow.

Sincerely,

Rod Park

Rod Park, Chair
Community Planning Committee

cc: Metro Council
Mike Burton, Executive Officer

8-7-02
Please accept my apology!
It takes so long to get a
letter back when the ad-
dress is incorrect! (and
that is my fault.)
Rooney Barker
Assistant to
Councilor Park
503-797-1941

600 NORTHEAST GRAND AVENUE
PORTLAND, OREGON 97232 2736



METRO

Council

ADDRESS SERVICE
REQUESTED

PRESORTED
FIRST CLASS

07/20/02 DCR 7 P&DC PORTLAND OR 97208



INSUFFICIENT
ADDRESS

Verla and Amber Dering
PMB #237
Portland, OR 97229-5868

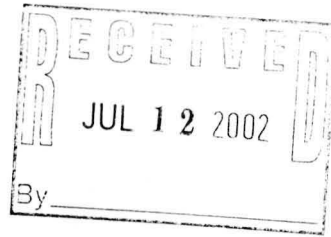
SNGLP

97229/5868



July 11, 2002

Executive Officer Mike Burton,
METRO
600 N.E. Grand Avenue
Portland, OR 97232.



Re: 2040 Growth Concept Map Amendment
Supplemental Information-Site No. 90 (south of Springville Road)

Dear Executive Officer Burton,

This letter is submitted on behalf of the property owners and residents of this study area to supplement information previously submitted to METRO in 1995 and 1996. I enclose copies of Mr. Bachrach's letters for your review.

The south portion of this study area has been designated for urban development(LUBA decision September 14, 2000)and no certain road access is available for development.

Subsoil was extensively dumped by the Tualatin Valley Water District during their reservoir construction in 1990 and the southerly one half of the 37 acre farm land contiguous to the north of the urban property remains unfarmable as a result. The last two farmers have refused to farm this land as it is not productive as a result of the subsoil overlay. I have been unable to remedy this despite my every effort.

The Burns family, Christensens, Jenkins family and Zahler family all long time residents of this region, all strongly want development in our neighborhood for many good reasons submitted previously (in written petitions signed by the majority of the residents in this region) to former Multnomah county commissioner Saltzman and Washington county commissioner Hayes. The Commissioner has been supportive of rezoning.

I want to call your attention to the fact that this property (study area 90) was formerly given a 65 rating, the second highest rating given to any study area in the entire Portland metropolis being considered for inclusion within urban zoning for development. For all those reasons and because of these subsequent changes, I ask you to please recommend Tier One designation for this property.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael H. Jenkins", written over a horizontal line.

Michael H. Jenkins,
14120 N.W. Springville Road,
Portland, OR 97229-1622
FAX 503 203 2912
e-mail: mhjenkins@direcpc.com

(42)

11/2/11

**O'DONNELL RAMIS CREW
CORRIGAN & BACHRACH**

JEFF H. BACHRACH
THEODORE W. BAIRD
PAMELA J. BEERY
MARK L. BUSCH
DOMINIC G. COLLIETTA**
CHARLES E. CORRIGAN*
STEPHEN F. CREW
GARY F. FRISTONE*
WILLIAM E. GAAR
O. 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) 223-4402
FAX: (503) 243-2944

PLEASE REPLY TO PORTLAND OFFICE

November 24, 1995

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

VANCOUVER, WASHINGTON OFFICE
First Independent Plaza
1220 Main Street, Suite 570
Vancouver, Washington 98660-2984
TELEPHONE: (360) 699-7287
FAX: (360) 699-7231

JAMES M. COLEMAN
SUSAN J. WIDDER
SPECIAL COUNSEL

* ALSO ADMITTED TO PRACTICE IN WASHINGTON
** ALSO ADMITTED TO PRACTICE IN CALIFORNIA

HAND DELIVERED BY MESSENGER

Councilor Susan McLain, Chair
Committee on Land Use Planning
METRO
600 N.E. Grand Avenue
Portland, Oregon 97232

Re: 2040 Growth Concept Map Amendment
Supplemental Information - Site No. 72 (south of Springville Road)

Dear Councilor McLain:

This letter is submitted on behalf of Pahlisch Duncan Homes to supplement the information Metro previously received regarding site 72 (document 452), which consists of 301 acres located on both sides of Springville Road. As discussed below, the proponent requests herein that Metro give separate consideration, for inclusion in the Urban Reserve Study Area, to a 63 acre parcel located in the southwest corner of site 72; call it site 72A.

The key factors that warrant designating site 72A as a Urban Reserve Study Area include:

1. **Proximity to UGB.** As the attached maps illustrate, the UGB forms the western and southern boundary of the subject property. Springville Road, a major east-west collector (it is designated an arterial on some maps), forms the northern border of site 72A. Furthermore, the subject property is less than one mile from Bethany Village Center, a large retail/office project, which has been approved by Washington County and is designated as a Town Center on the 2040 Growth Concept Map.

2. **Orderly and Economic Provision of Services.** Washington County has approved two large residential projects adjoining the southern and western borders of site 72A. The approved master plan for the Kaiser Woods Planned Development on the subject property's

Kew Helm

CORRIGAN & BACHRACH

Councilor Susan McLain
November 24, 1995
Page 2

western border includes more than 300 units of single family and multi-family housing. That project will extend all necessary urban services, i.e., roads, sewer, water, drainage, etc., to the subject property. Site 72A is next to a 10 million gallon water tank operated by the Tualatin Valley Water District. It should also be noted that Springville Road along the northern border of the subject property is an appropriate location for the UGB because the road is along a natural north-south break in the drainage flows.

3. Soil Classification/Agricultural Suitability. According to the large scale Soil Conservation Service Maps, the property consists of soil classes 3 and 4. The proponent has not yet had a chance to do a site specific soil analysis. There is strong anecdotal evidence, however, indicating that the results of that analysis will demonstrate an even lower classification of soil type. We are in the process of obtaining written statements from farmers in the area who have attempted unsuccessfully to farm site 72A, as well as obtaining a statement to that effect from a county extension agent.

Site 72A, particularly when compared with the available information for other proposed sites, warrants inclusion as a Urban Reserve Study Area. I am sorry this information was not provided earlier in your review process.

Very truly yours,

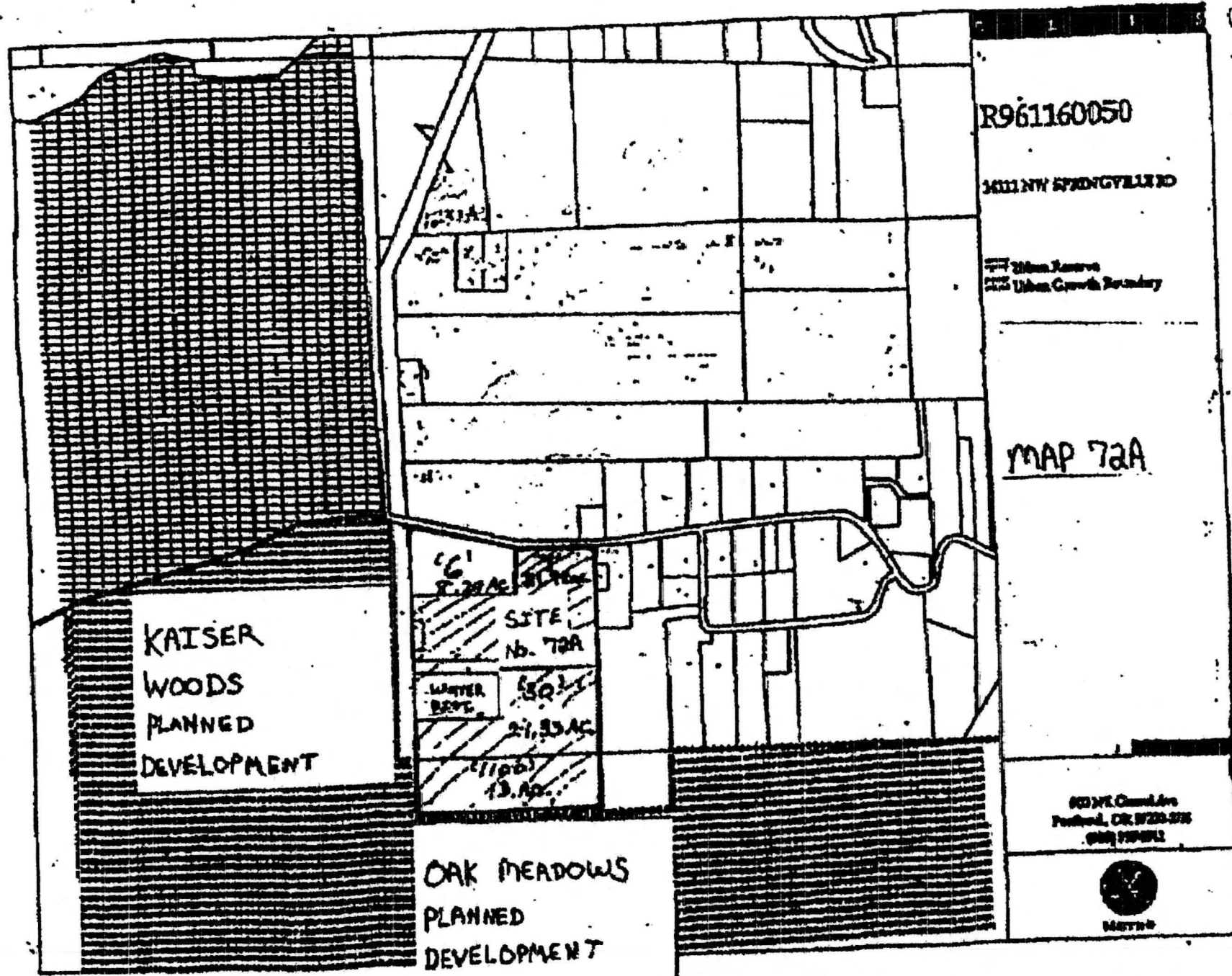


Jeff H. Bachrach

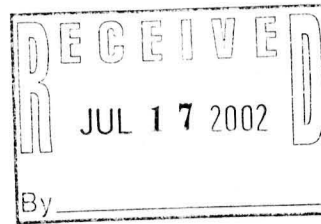
JHB/nak

cc: John Fregouese, Director of Growth Management Services (by hand delivery)
Mark Turpel, Planner with Growth Management Services (by hand delivery)
Mike Burton, Executive Officer (by hand delivery)
Mike Duncan
John Godsey

125
7 421



July 11, 2002



Metro Council
Mike Burton, Executive Director
600 NE Grand Avenue
Portland, Oregon 97232

Mr. Burton,

I am writing to ask, in fact plead with you and the Council to NOT INCLUDE TRACT AASA # 65 in the Urban Reserve. My family has been homeowners in Murrayhill for almost nine years. We have built two homes here because of the wooded surroundings. Such surroundings bring a sense of balance in our hurried lives as well as those of our neighbors. We have witnessed two sets of twin black tail deer's roaming behind our house. Roaming and feeding in the only "green" corridor left to them .

Additionally, several tracts of town houses now dot the landscapes up and down Schools Ferry ,none of which are at full occupancy. We do not want more empty property near our neighborhood.

Please do what is best for those of us LIVING HERE in Murrayhill. DO NOT INCLUDE AASA # 65 in the Urban Reserve.

Sincerely,

A handwritten signature in cursive script that reads "Sara Hamilton".

Sara Hamilton
10285 SW Egret Place
Beaverton, Oregon 97007

JUL 17 2002

July 12, 2002

Sue Storie
Representative
Tonquin Industrial Group
2617 NE 24th Ave.
Portland, OR 97212

Dear Mr. Rod Park,

Growth is inevitable and I support Metro and its aim to control it. I believe in a sustainable solution that includes planning based on the assessment of needs. I am confident that Tonquin Industrial Group (TIG) can be a part of that solution. The property I own is tax lot 2S134DC00300. I am keen on an UGB expansion and I am eager to see TIG included.

TIG is in Tier 1. My property occupies areas 47 and 49. TIG is currently zoned MAE. TIG offers numerous opportunities for development.

Metro is looking for employment land. The land needs to supply a 20-year growth period. TIG will benefit Metro's goal. TIG will provide employment land. We are in a recession and employment should be highlighted. Industrial land will offer ample job opportunities. The developmental potential of TIG presents the employment land Metro is looking for

Development of TIG will have little if no impact on the environment or agricultural land. TIG does not include any elements that would impede on industrial development, such as a residence or business establishment, wildlife, streams, steep slopes, farm or forest. There is a minimal if any impact on natural resources.

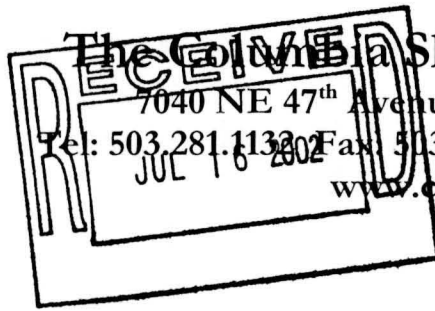
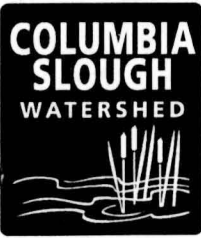
TIG neighbors the Coffee Creek Women's Correctional Facility. This facility is annexed by the city of Wilsonville. The proximity between the Correctional Facility and TIG illuminate the convenience of receiving utilities and resources. The proximity to I-5 also shows clearly the accessibility of public services. The closeness of TIG to the UGB indicates the ease in which future development will occur.

TIG is needed to enhance the economy and consequently this enhances social conditions on the whole. TIG will provide stable industry, which is the approach to a secure economy. Metro desires industrial expansion. TIG meets Metro's criteria of efficient development, low environmental and agricultural impact. Proximity to Wilsonville provides convenient extension of public services. Portland Metro area and citizens are requesting industrial land. The region has little industrial land left and my property, with neighbors (TIG), presents a solution. We are in a recession and we need to support our economy. Supporting our economy means including more industry. This periodic review is searching for employment land.

Thanks for listening.

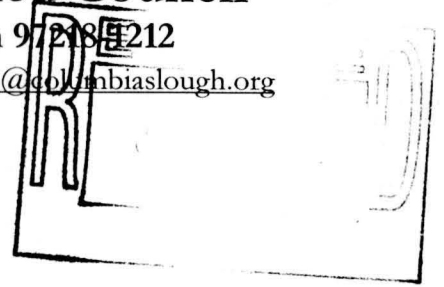
Sue Storie

Sue Storie
Representative



The Columbia Slough Watershed Council

7040 NE 47th Avenue, Portland, Oregon 97218-1212
Tel: 503.281.1132 Fax: 503.281.5187 Email: info@columbiaslough.org
www.columbiaslough.org



July 12, 2002

The Honorable Rod Monroe
Metro Council
Metro Regional Services
600 NE Grand Ave
Portland, OR 97232

Dear Councilor Monroe:

Hope you can stop by

*RSVP - regrets
I will be in Canada*

Rm

You are invited to the Annual Columbia Slough Regatta - Sunday July 28, 2002. Even if you have just a few minutes, please drop by just to see the festivities. Or, if you have 20 minutes you can take a short walk along the Columbia Slough riparian trail. If you have an hour we would love to take you for a short, scenic canoe paddle along this urban oasis. Either way we promise you'll enjoy yourself.

Join us anytime between 9:00 a.m. and 1:00 p.m. at what is now one of Oregon's largest paddling events. Last year we hosted 300 people and 150 boats. This year marks the eighth annual celebration of the Columbia Slough, a waterway with unique history, abundant wildlife and many recreation opportunities.

The event is **FREE**, but donations are welcome and appreciated. Paddlers receive a free Regatta T-shirt. Human powered boats only in this "unrace to see the slough". The launch and take-out site is at 16550 NE Airport Way, Portland, about three miles east of I-205. The site is open year round as a permanent trail head and canoe launch that is part of the 40 Mile Loop Trail system. Enter the driveway just east of the big blue Water Bureau storage tank.

The Slough's flat water is perfect for novice and experienced boaters alike who can paddle along the Slough's 18 miles of revegetated banks. Get free paddling guides, a watershed brochure with information about the Slough, its communities and businesses. You will come away with ideas of what you can do to help protect the watershed!

Bring your own canoe or kayak if you can. Or, RSVP Joe Annett for a complimentary 45 minute rental courtesy of Alder Creek Kayak and Canoe. Call Joe at (503) 223-3331 or email to jannett@ci.portland.or.us. Dress for the weather; bring snacks and water, binoculars, and sunscreen. Personal flotation devices required for each participant.

Thank YOU Event Sponsors

- Alder Creek Kayak & Canoe • Boeing Portland • Columbia Sportswear
- Columbia Slough Watershed Council
- City of Portland • Bureau of Environmental Services • Office of Neighborhood Involvement
- Multnomah County Drainage District #1
- Multnomah County Sheriff's Office - Inverness Jail • Oregon Screen Impressions
- Portland General Electric • The Port of Portland

See you there!

Jay Mower, Coordinator

Our mission: To foster action to protect, enhance, restore and revitalize the Slough and its watershed.

JUL 15 2002

13900 NW Old Germantown Road
Portland, Oregon 97231
July 12, 2002

Mike Burton, Metro Executive Officer
600 NE Grand Avenue
Portland, Oregon 97232

RE: Urban Growth Boundary Recommendation

Dear Mr. Burton,


We live in Alternative Analysis Study Area #89, in northwest Multnomah County. We write to strongly urge you to leave this Area, and other like areas on the west slope of the Tualatin Mountains, OUT of any proposal you may make to expand the UGB.

Not only would a UGB expansion in Area 89 be contrary to the wishes of most residents here, but it also would contradict years of work by Metro staff and Multnomah County. Almost the entire area is covered by SEC-h (Significant Wildlife Habitat) zoning, and heavily laced by SEC-s (Significant Streams) zoning. Likewise, the new Metro Regionally Significant Riparian Corridors map and Potential Wildlife Habitat map each show most of this area receiving top scores - a factor we can vouch for, with years of diverse wildlife sitings. We have shared with Metro's Lori Hennings the species list from our Conservation Plan we and NRCS developed.

As you well know, the development of the 2040 Growth Concept was extensively researched and benefitted from a wealth of public involvement. Metro's national leadership in growth management is significantly due to the careful work underlying the Concept. Quoting from Metro's The Nature of 2040 booklet, "An important component of the growth concept is the availability and designation of lands that will remain undeveloped, both inside and outside the urban growth boundary." Areas 89, 90, and 91 were designated as Rural Reserves for this purpose a few short years ago. The studies and rationale are STILL VALID. The Court has eliminated the designation, but through your upcoming UGB recommendation, you can still preserve the farm, forest, wildlife, and recreation values in this unique and inspiring area of the metropolitan region.

We find it incomprehensible that Metro could recommend urbanization of Area 89 in the face of Metro's prior work, and considering how difficult and inefficient it would be to provide services among these steep canyons. Environmental destruction to existing wildlife populations and healthy streams, and harmful effects on remaining agricultural operations, emphasize the point. Please leave the existing UGB in place in the Northwest Hills!

Thank you for your consideration. Sincerely,


James R. & Judith N. Emerson



Joseph W. Angel

1507 N.W. 24TH AVENUE, SUITE 101 • PORTLAND, OREGON 97210-2621
(503) 525-9100 • FAX (503) 299-6770

Metro Growth Mgmt.

July 12, 2002

JUL 18 2002

Lydia M. Neill
Principal Regional Planner
METRO
600 N. E. Grand Avenue
Portland, OR 97232

RE: 5100 NW Skyline Boulevard

Dear Ms. Neill:

Following up on our conversation last night at the meeting, enclosed please find a copy of the letter from then Commissioner Earl Blumenauer and the accompanying City Council Resolutions that we discussed.

For your further review, I have included a copy of a map showing my property on Skyline.

Thank you for any assistance you can give in this matter.

Regards,



Joseph W. Angel

Enclosures

JWA/plf



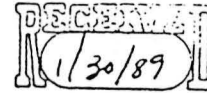
CITY OF

PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

Earl Blumenauer, Commissioner
1220 S.W. 5th Avenue, Room 40
Portland, Oregon 9720
(503) 248-557

January 25, 1989



Rena Cusma, Executive Officer
Metropolitan Service District
2000 SW First Ave
Portland, OR 97201

Dear Rena:

As Metro begins its Periodic Review of the Urban Growth Boundary, I wish to forward a request from the Portland City Council and its Planning Commission that the property located in the Northwest Hills area within the City limits which is now designated Natural Resource on the regional Land Use Framework map be included within the Urban Growth Boundary.

This area, along with other property in unincorporated Multnomah County, was identified as a special Study Area during the process leading to establishment of the regional Urban Growth Boundary. During that process, the City of Portland sought an Urban designation, arguing that lands within city limits should be Urban unless the effected city requested otherwise.

In 1978, the CRAG Board of Directors adopted a Natural Resource designation for that portion of the West Hills Study Area within the Portland City limits located north of Skyline Boulevard, with the area within the City limits located south of Skyline Boulevard designated Urban.

The location of the Urban Growth Boundary was raised during the preparation and public hearings leading to adoption of the Northwest Hills Study in 1985. In addition to adopting the study, City Council directed the Bureau of Planning to investigate the possibility of eliminating the city's NR Natural Resources overlay zone, applied to the portion of the Northwest Hills area located within the City limits but outside the regional Urban Growth Boundary.

Based on their review of the City's NR Natural Resources overlay zone, the Planning Commission concluded that the real issue was the location of the Urban Growth Boundary and that the City boundary and the Urban Growth Boundary should be coterminous. The Commission's conclusion that the NR overlay zone should be retained and should continue to be applied to areas located to property located outside the Urban Growth Boundary did not diminish the Commission's belief that all of the City property in the Northwest Hills area should be included within the Urban Growth Boundary. The Commission strongly expressed this belief, and its frustration with the current situation which leaves 450 acres of City property outside the Urban Growth Boundary.

Cusma, Rena
January 25, 1989
Page 2

The Portland City Council reviewed the Planning Commission's report in March 1987. The Council was equally strong in its belief that the City boundary and the Urban Growth Boundary should be coterminous. City Council directed staff to provide all possible assistance to affected property owners in their pursuit of either a locational adjustment or a major boundary amendment through Metro's Urban Growth Boundary amendment process. City Council further requested that the location of the Urban Growth Boundary area in the Northwest Hills area be re-evaluated by the Metropolitan Service District during their periodic review of the Urban Growth Boundary.

Attached are copies of the Planning Commission report to City Council, accepted by the Council in March 1987, and the letter from Lawretta Morris, President of the Planning Commission which accompanied that report. Please feel free to call Linda Macpherson in my office, 243-7988, or Norm Abbott, AICP, Director of the Portland Planning Bureau, 796-7700, if you have any questions or need additional documentation.

Metro's Periodic Review of the Urban Growth Boundary and its long-term efforts to develop and implement an overall UGB management program are critical elements in managing the region's urban development. These are important issues to the City of Portland and we look forward to providing ongoing and substantive participation in the Periodic Review of the current Urban Growth Boundary and in the development of the Urban Growth Management Plan.

Sincerely,



Earl Blumenauer

cc: Rich Carson, Manager, Metro Planning and Development Department
Ethan Seltzer, Senior Regional Planner,
Metro Planning and Development Department
Portland City Council
Portland City Planning Commission

RESOLUTION NO. 34310

MAR - 4 1999

A Resolution recommending that Metro approve the request of Joe and Lynne Angel for a locational adjustment to add property in the Northwest Hills area to the Regional Urban Growth Boundary.

WHEREAS, in December 1976, the Columbia Region Association of Governments (CRAG) Board of Directors adopted the Land Use Framework Element of the CRAG Regional Plan, including a map showing areas designated Urban, Natural Resource and Rural and showing study areas set aside for further study prior to designation; and

WHEREAS, the West Hills study area included property within the City of Portland and within unincorporated Multnomah County; and

WHEREAS, Multnomah County supported a Natural Resource designation for the entire area while Portland sought an Urban designation for property within the City, and

WHEREAS, the CRAG Board of Directors adopted a Natural Resource designation for that portion of the West Hills study area within Portland to the north of Skyline Boulevard, with the area within the City to the south of Skyline Boulevard designated Urban; and

WHEREAS, the area within the City designated Natural Resource included approximately 450 acres which had been annexed to Portland in the 1960s and 1970s; and

WHEREAS, as part of the City's Comprehensive Plan, effective January 1, 1981, a new NR Natural Resources overlay zone, requiring a 20-acre minimum lot size, was established and applied to property within the City located outside the Urban Growth Boundary; and

WHEREAS, in November 1985, the City Council adopted the Northwest Hills Study, including a statement of support for locational adjustments to the Regional Urban Growth Boundary to include property within the City where "boundary adjustments will result in a more efficient land use pattern or urban service efficiencies"; and

WHEREAS, in addition to adopting the Northwest Hills Study, City Council directed the Bureau of Planning to investigate eliminating the NR Natural Resources overlay zone, applied to property located outside the Urban Growth Boundary; and

WHEREAS, while the Planning Commission recommended that the NR zone not be eliminated, the Commission reiterated their objection to the exclusion of City property in the Northwest Hills area from the Urban Growth Boundary; and

WHEREAS, the Commission instructed staff to provide all possible assistance to affected City property owners in their pursuit of amendments to the Urban Growth Boundary through Metro's UGB amendment process; and

WHEREAS, during City Council review of the Planning Commission report on this issue, Council reaffirmed their support for assistance to property owners who apply for an Urban Growth Boundary amendment; and

WHEREAS, the City has been requested by Steve Janik, on behalf of Joe and Lynne Angel, to support their request before Metro to add approximately 42.5 acres of land within their ownership to the Regional Urban Growth Boundary; and

WHEREAS, the Metro rules which govern Urban Growth Boundary locational adjustments require written action by the governing body with jurisdiction over the site stating whether the City: (a) recommends that Metro approve the request; or (b) recommends that Metro deny the request; or (c) expresses no opinion on the request; and

WHEREAS, the Angel property is divided by Skyline Boulevard, with the portion of the property south of Skyline designated Urban and the portion of the property north of Skyline designated Natural Resource; and

WHEREAS, the existing single family dwelling is located on the portion of the property outside the Urban Growth Boundary; and

WHEREAS, inclusion of the Angel property north of Skyline Boulevard within the Urban Growth Boundary would remove the NR Natural Resources overlay zone from the property but would retain the Farm and Forest Comprehensive Plan Map designation and FF base zone, which requires a two-acre minimum lot size; and

WHEREAS, the Bureau of Planning in consultation with the Bureaus of Environmental Services, Water and Fire and the Office of Transportation have determined that sewage disposal, storm drainage, water service, fire protection and transportation services required to support development at the Comprehensive Plan density are currently available, can be provided or are planned to be provided to the Angel property; and

WHEREAS, approval of the Angel request would support the Planning Commission and City Council's long-term objective of including all the City property in the Northwest Hills Area within the Urban Growth Boundary.

RESOLUTION No.

NOW, THEREFORE, BE IT RESOLVED that the City Council recommends that Metro approve the request to add the Angel property, as shown on Exhibit A, to the Regional Urban Growth Boundary.

Adopted by the Council, JUL 8 1987

Commissioner Earl Blumenauer
July 1, 1987
Jan Childs:
51249003:2300

BARBARA CLARK

Auditor of the City of Portland
By

Edna Rivera Deputy

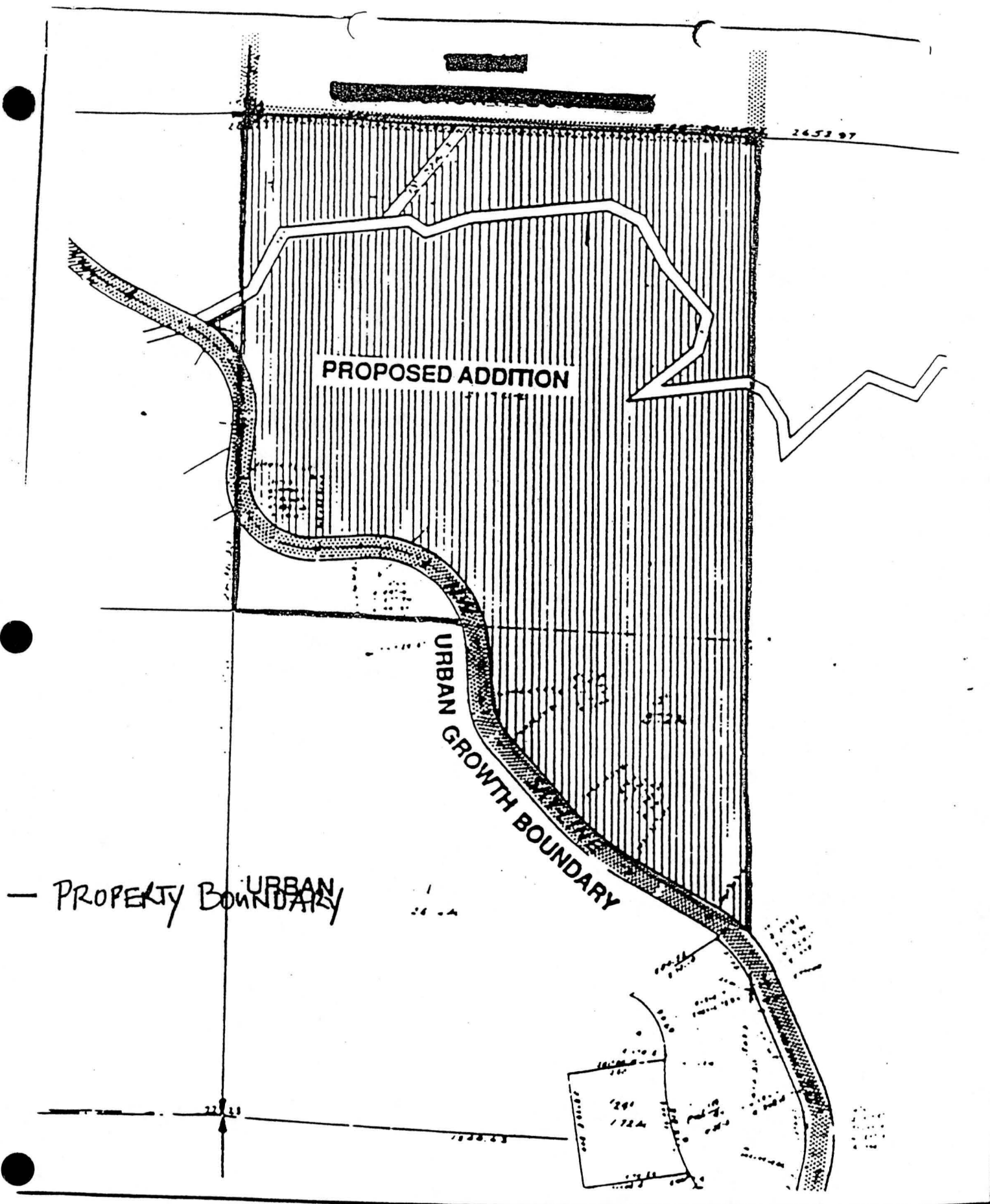
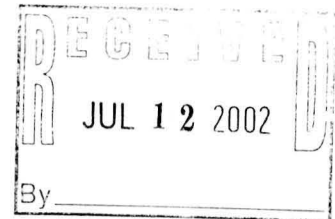


EXHIBIT 1

John and Janet Stedman
16999 SW Siler Ridge Lane
Beaverton, OR 97007



Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Purpose

As 14 year residents of Cooper Mountain, specifically the area referred to as Alternative Analysis Study Area (AASA) #65, we request our area be excluded from inclusion in either the Urban Growth Boundary (UGB) or an Urban Reserve Area (URA).

Background

During the UGB expansion process in 1995-97, an Urban Reserve Study Area (URSA) #49 was defined as the area South of Weir Road, East of SW 175th, North of Bull Mountain Rd and West of the existing UGB (the West Boundary of Murrayhill). The "Petitioners for Cooper Mountain", a group of over 290 property owners from Siler Ridge, Reusser Farms, Sky High Acres and Murrayhill, Timberline and Kemmer View, signed a petition requesting that Metro delete the Northernmost 40% of URSA #49, the portion North of the Southern boundary of Sky High Acres. This Northern 40% subsection of URSA #49 is now referred to as AASA #65, any for a time was known as URSA #113.

In letters and testimony during the UGB review process in 1995-97, numerous important points were made in regard to AASA #65:

- * The area contains a Significant Natural Resource Area, the headwaters of Summer Creek, a tributary of Fanno Creek, which runs for 5000 ft. through deep canyon (elevation change of 200 ft) with steep slopes (some over 25%) containing soil types prone to severe erosion and rapid runoff. This canyon is used as a wildlife corridor between the Eastern and Western slopes of Cooper Mountain.
- * The Cooper Mountain Natural Preserve, a 428 acre parcel purchased with Bond Measure funds, is within 2 miles of AASA #65.
- * Properties in the area are not directly connectable to the closest "Town Center" at Murray and Scholls Ferry Roads between the existing connections of Weir Rd at the North and Scholls Ferry Rd on the south due to the existing houses and street configurations in Murrayhill.
- * Of the total of 284 acres in AASA #65, approximately 184 acres are within 100 developed lots from .1 to 5.0 acres in size. Of the remaining 100 acres, after steep slopes and development requirements (roads, utilities, etc.) are subtracted only 70 acres remain for new development.
- * The 100 developed lots contain some improvements, from expensive homes to not-so expensive homes or mobile homes. Each of these existing improved lots within AASA #65 have septic systems approved by Washington County; redevelopment of this area will be costly and controversial.

* The road network on Cooper Mountain, namely 170th Ave., 175th Ave., 185th Ave., Weir Road and Kemmer Road are all collector roads and provide the only access to homes on Cooper Mountain. These collector roads are typically 22-foot wide rural roads with no shoulder and flanked by deep ditches. These narrow existing roads are not suitable for higher density residential usage. Transit services are further hindered by the steepness of the hills, the numerous curves and icy conditions in the winter months.

Conclusions

* The infrastructure requirements for sewer, roads and public transportation would be expensive due to the topology of the site, the scattered lotting patterns, existing development and lack of direct connectivity.

* The amount of buildable land, about 70 acres, does not justify the required infrastructure investment, nor the potential environmental impacts to a Significant Natural Resource Area.

* AASA #65 can serve as a transition area between the Urban area and the agricultural and forested reserves, especially the Cooper Mountain Natural Preserve.

Request

We respectfully request that AASA #65 not be made an Urban Reserve Area or be included in the UGB.

Thank-you for your attention to this matter.

Sincerely,



John Stedman



Janet Stedman

July 13, 2002

Executive Officer Mike Burton,
METRO

Portland, OR 97

Re: study areas 90 and 91.

Dear Executive officer Burton,

This letter is to call to your attention that the majority property ownership (more than 300 acres included) is strongly in support of development in this region for many good reasons previously studied and affirmed by METRO at least in part, when this parcel was determined to meet METRO's criteria more than every other area considered but one other in the last UGB expansion. Good planning argues for inclusion of study area 90 into the city.

Area 90 includes Multnomah county tax lot 7, an approximate 38 acre parcel farmed over 100 years but now (since 1990) seriously degraded for future use as farmland following the siting of TVWD reservoir(s) and consequent overlay of subsoil spoils onto former farm fields. METRO's designation for this land is currently Tier 4. Such designation only makes clear the Planner's failure of understanding. I am the owner of this parcel and can document written dialogue with METRO for seven years describing the consideration that ought to be given to this property for inclusion into the city.


The pioneer descendants in this neighborhood who support development in this region include the Gerber family, Zahler family, and Jenkins family (Werner relation).

These families include members who carefully husbanded farms and flocks for more than 8 generations in this neighborhood. I believe I speak for them when I say we know and love this region and know of its special significance to its residents. We also appreciate the concerns expressed by Malinowski.

The needs of city expansion are compelling but we want quality development, not high density but R-6, or less such as MUA 5-10, with restrictions such as an Art Jury comprised of local resident leaders and community planners with equal authority to ensure the special needs of this region are met to every one's satisfaction as best they can be. CPO 7 planning is a forum without authority de facto to implement according to the needs of a small area such as this and historically has been a sounding board for county and transportation planners only.

Yours in support of quality,

Sincerely,



Michael H. Jenkins,
14120 N.W. Springville Road,
Portland, OR 97229

July 14, 2002

Metro Growth Mgmt.

JUL 17 2002

Dear Metro Councilor,

I am writing to you in the interest of my property which I want included in the urban growth boundary. My sister and brother in law, RosaLee and Kenneth Dickson, my wife and myself, Mary and Boyd Bishop, are the sole owners of 30 acres on Bull Mountain, which is included in the metro study area number 63.

This was a little family farm but is no longer viable as a farm. It is poor hill side soil without irrigation rights. It is surrounded on two sides by fully developed residential property. The sewer service is connected and water lines pass alongside the property.

This property would be well served to be included in the urban growth boundary area. It is in Washington County and close to many places of business.

There is a new school in the area, adequate roads throughout the area, and not many places to build homes. We feel this would not have any negative impact on the area but positive impact in every conceivable way.

Thank you for considering our parcel to be included in the urban growth boundary. We do have an e mail address if you have any questions we would need to answer.
maryandboyd@hotmail.com

Sincerely,

Boyd Bishop Mary Bishop

Boyd and Mary Bishop
2532 Ranchero Rd.
Glendale, OR 97442

Phone: 541-832-3266

July 14, 2002

Metro Growth Mgmt.

Mr. Tim O'Brien, Associate Regional Planner
Planning Department
Metro Regional Services
600 Northeast Grand Ave.
Portland, OR97232-273

JUL 17 2002

Subject: Possible Tier Level Assignment Error and Request to be Considered for
Inclusion in an Expanded Urban Growth Boundary

Dear Mr. O'Brien:

In reviewing your recently revised Urban Growth Boundary Study Areas Map on the Internet, I noticed what appears to be an incorrect tier level assignment for my property and my neighbor's property. The property that I am referring to is in Washington County on the Southwest slopes of Cooper Mountain just outside the current UGB: Tax lots 1S1310001603, 1604, 1700, 1800 and 1900. (Metro's Study Area 68) Washington County Board of Commissioners approved these lots in EFU zoned land in the late 1980s because they were not suitable for farming. These lots consist of four ten-acre non-farm residential parcels and our 48-acre parcel. (See Attachment A for property ownership history.) Three of the four ten-acre parcels currently have non-farm residences and the fourth ten-acre parcel (1603) was approved for a non-farm related residence in 1988 when the original 88-acre parcel was first divided.

The last time we discussed this issue, you indicated that Metro based its tier classification on each County's zone classification and I needed to discuss the zone classification with the county. Last week my wife and I met with Washington County's Joanne Rice and discussed the potential for possibly correcting this zoning error. The results of this discussion were not promising because of all of the required "red tape" even though there have been two county commissioner hearings where they concluded that this land was not suitable for farming and approved the formation of our current parcel. The main problem with the county reclassification does not appear to be with a dispute about the characteristics of the land, it is simply associated with the extensive and time consuming state legal criteria that must be met, and which would likely take years to accomplish and cost thousands of dollars.

As such, I am coming back to you to see if it is possible for Metro to reconsider your tier assignment of our property without a reclassification of our zoning. I believe the facts as presented below and supported by our attachments, and the results of two previous Washington County Commissioner's hearings clearly show that our land is marginal/non-resource land and should be classified as Tier 2 land, not Tier 4 Resource Land. These documents clearly show that:

- Our land is not suitable for farming nor is it currently being farmed.
- It currently is a gated community with paved roads, under ground utilities including natural gas, cable, phone and electrical, a homeowners association and recorded CC&Rs.
- It is far more suitable for urban residential development.

We believe our property should be reclassified as Tier 2 non-resource and/or exception land and considered for inclusion in the UGB. I believe such a decision to classify our property as Tier 2

can easily be supported and justified by the facts as discussed below and already established in previous Washington County cases dealing with our property.

However, Let me first emphasize that I believe reclassification from Tier 4 to Tier 2 is not only important to my wife and I, but would also be in the best interest of Metro and Washington county. Metro and Washington county would benefit by alleviating the acute need for developable land on the west side where most of the new jobs are located, and it involves not only our approximately 50 acres (48.3), but four surrounding ten acre non-farm residential lots that are all part of our current Hawks Ridge Home Owners Association. In addition, a closer look at the character of the land included in the entire Metro study area 68 would show that it is **not resource land**. In fact, the entire area is much less resource land than other areas already classified as non-resource land; and it is **strategically located to public services** making it more readily developable than other areas such as those near Damascus.

1) NOT SUITABLE FOR FARMING

Our land is **not** suitable for farming for the following reasons.

1. General Land Characteristics

- The original EFU classification must have been based on the characteristics of a much larger piece of land, and not the characteristics of the piece later split off forming our property and the four non-farm residential lots. (See Attachment A: Cooper Property Ownership History.)
- Water on Cooper Mountain cannot be used for farming because Cooper Mountain is in a critical water district.
- The general characteristics of the land on Cooper Mountain (Metro Alternative Analysis Study Area 68) make it less suitable to farming than land currently being aggressively farmed in the area near Roy Rogers Road and Scholls Ferry Road that is defined as Tier 2, as well as much of the land in the Damascus area that is currently classified as non-resource land. There is no irrigated farmland in area 68, rock is on or near the surface in much of the area and there are three rock pits located within the area. On the other hand, Area 64, much of which is prime, irrigated farmland, is shown as Exception Land. Area 68, on the other hand, would be much more suitable for development because of the availability of public services and the surface rock makes it more desirable for development, i.e., earthquake and landslide resistant. Although Area 68 is sloping, it is not so steep that it would preclude efficient development.
- High level of traffic on surrounding roads makes it more difficult to move farm equipment. The recent completion of Roy Rogers Road has greatly increased the traffic in the surrounding area. The traffic is expected to increase even more when the improvements on 170th are completed.

2. Specific Characteristics of Our Property

Our property is not suitable for farming for all the reasons established in Washington County Case File Numbers 86-535-SU/MLP/FP and 88-577-SU/MLP where Washington County Commissioners approved the four ten-acre non-farm residential lots and our parcel noted above. (See Attachments B through I.) Some of the key conclusions from these two cases dealing with this property are:

- Our property has poor soil not suitable for farming; i.e., soil Types III and IV (no Types II or I) with rock and clay at or near the surface. (Attachments B through I)

- Our property is split down the middle by a ridge with a rock out-cropping to the south. (Attachment B and C)
- It has significantly sloped land making it difficult and dangerous to till with a tractor. (See soil classification and topography map in Attachment B and Exhibit 2 of Attachment C.)
- Our 48-acre parcel is further split into five pieces by the paved road and utilities serving these four non-farm residential lots. (Attachment A)

2) MOST SUITABLE FOR URBAN RESIDENTIAL

Our property and other properties in Metro Area 68 are far less suitable for farming than other properties currently being considered in Tier 2 areas, and are far more suitable for residential development than other Tier 2 areas because the parcels are large enough (10-200 acres) to facilitate effective development and all public services are easily accessed.

Our 50-acre parcel is clearly suitable for urban residential development for the following reasons.

1. Our property is part of an 88-acre gated community consisting of the four ten-acre, non-farm residential lots and our 48-acre parcel. In addition, there is an existing homeowners association and CC&Rs on record for this community. (See representative photographs of the area in Attachment A.)
2. In creating the four non-farm residential lots, the necessary road access and key utility services for a residential development were put in and are now available for further residential development. This includes underground electric, natural gas, phone and cable.
3. City water is available along the eastern boundary of this 88-acre community. Extension of this water to our property would allow almost immediate development into smaller lots.
4. Our property is currently split into five pieces by a paved road providing access to our house and the four non-farm residences. This same road could also serve all future lots created on this property, further simplifying urban residential development.
5. Our property is only two miles from the planned Metro Community Center at the south end of Murray, two miles from the new Murray Scholls shopping center and only four miles from highway 217 and Washington Square shopping center. In addition, our area is close to the newly widened 170th as well as the new Roy Rogers Road providing ready access to I5.
6. Our property is only five miles from Intel and the other silicon forest industries.
7. Most of Cooper Mountain is already developed and there is very little of the mountain currently being farmed.
8. There are three schools within three miles of where our property intersects with 175th street.
9. Our large parcel is more suitable for development than the substantially smaller lots directly to the east of us (Area 65), which are considered Tier 2 and will likely be included in the UGB.
10. Metro's large Cooper Mountain park property is currently outside the UGB. It should be brought inside the UGB.

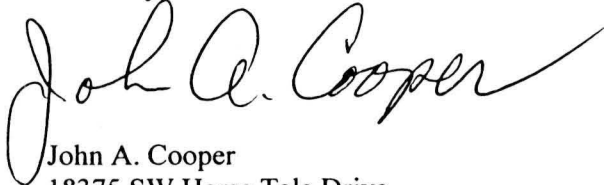
In summary, I believe our specific 48-acre parcel should be classified as Tier 2 land and available for inclusion in the urban growth boundary because:

1. The land is needed for housing in the area,

2. It is not suitable for farming,
3. It is suitable for urban residential development, and
4. Public services are readily available.

I look forward to discussing this with you on Monday at 11:00 AM.

Sincerely,



John A. Cooper
18375 SW Horse Tale Drive
Beaverton, OR 97007
503-624-5750

ATTACHMENTS

- A. COOPER PROPERTY OWNERSHIP HISTORY
- B. SOIL CLASSIFICATION MAP
- C. CASCADE EARTH SCIENCES AG. SOILS & CAPACITY REPORT
- D. OREGON AG CONSULTING ANALYSIS OF PARCEL A AND PARCEL B REPORT
- E. APPELLANT'S BRIEF BEFORE THE BOARD OF COUNTY COMMISSIONERS OF WASHINGTON COUNTY, CASE FILE NO. 86-535-MLP/FP
- F. FINDINGS BEFORE THE BOARD OF COUNTY COMMISSIONERS OF WASHINGTON COUNTY, CASE FILE NO. 88-557-SU/MLP
- G. APPELLATE MEMORANDUM BEFORE WASHINGTON COUNTY HEARING OFFICER, CASE FILE NO. 88-557-SU/MLP
- H. TRANSCRIPT OF PROCEEDINGS BEFORE THE WASHINGTON COUNTY HEARINGS OFFICER, CASE FILE NO. 88-557-SU/MLP
- I. NOTICE OF DECISION OF BOARD APPEAL, CASE FILE NO. 88-557-SU/MLP

ATTACHMENT A

COOPER PROPERTY OWNERSHIP HISTORY

The relevant tax lots, land development case files and deeds registered with the country are as follows.

1. Tax Lots (Assessor Map No. 1S1 31)

<u>Tax Lot Numbers</u>	<u>Current Owner (Disposition Towards Development)</u>
a. 1600	Gross (Believed to be favorable to development?)
b. 1601 (1900)	Cooper (Favorably to development)
c. 1602	Gees (Looks favorably to development, property for sale)
d. 1603	Ooi (Believed to be favorable to development)
e. 1604	Powell (Favorable to development)
f. 1700	Sayre (Favorable to development)
g. 1800	Ohlsen (Uncertain about development position)
h. 1900 (1601)	Cooper (Favorable to development)

2. Land Development Case Files

- a. Case File No. 86-535-SU/MLP/FP Special use approval and major land partition to create non-farm parcels and a flood plain alteration to construct access road.
- b. Case File No. 88-577-SU/MLP Special use request and major land partition to create two non-farm parcels.
- c. Both of the above requests were approved after extensive hearings.

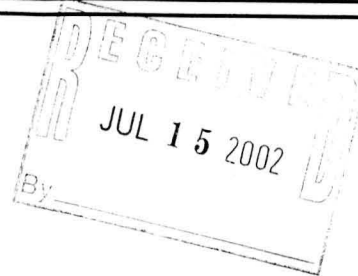
3. Property Ownership History (See ownership flow diagram below)

- a. Prior to 1984, our property was part of a 187-acre parcel owned by Kida et al., and was classified as EFU land. This property either consisted of three tax lots (1600, 1601, and 1602), or was split into three tax lots around 1984. In 1984, Robert Gross purchased tax lot 1600 (35.6 acres), Marion Messner purchased tax lot 1601 (88.3 acres), and Barbara Guard (Gee) purchased tax lot 1602 (60 acres). Tax lots 1600 and 1602, being further down on the slopes of Cooper Mountain, consists of lower-sloped land and is more suitable to farming than tax lot 1601, which is located further up the mountain, contains land with steeper slopes, soil types three and greater, and has other characteristics that make it not suitable to farming. In fact, most of tax lot 1601 (1603, 1604, 1700, 1800 and 1900) is not suitable for farming as determined in the land development case files noted above.
- b. Marion Messner split off two ten acre non-farm parcels (1603 and 1604) in 1986, and did the initial work to split off two more ten acre non-farm parcels (1700 and 1800) in 1988, which my wife and I completed in 1993 after we purchased the property. As you can see from the appropriate tax maps, these four ten acre non-farm tax lots surround the remaining 48 acre parcel owned by my wife and I (1900).
- c. Non-farm approved residences currently exist on tax lots 1604, 1700 and 1800.
- d. Our farm related residence is on tax lot 1900. We are in the process of obtaining a medical hardship permit for a second dwelling (apartment above an existing barn) where our handicapped daughter will live, which is another reason why we would like our land reclassified.

MALINOWSKI FARM

13450 NW Springville Ln
PORTLAND, OREGON, 97229
USA

Phone 503-359-2609, Days



July 14, 2002

Honorable Mike Burton, Executive Officer,
Metro, 600 NE Grand Ave.
Portland OR, 97232

Dear Mr. Burton,

Malinowski Farm is a Certified Organic Farm that has been at this site since the early 1940's. We are now in our Third Generation. 40 acres of our farm are Zoned EFU and are located in Metro's site 90. We are also surrounded on 3 sides by exception land in your site 91, some of which we also Farm.

In addition to the hay and beef we have historically raised we also have fruit orchards that we are establishing. We are home to Grinning Goat Farm, a subscription farm that in the year 2001, sold shares of weekly harvested fresh Organic fruit and Produce to over 100 families, yielding in excess of \$60,000 gross revenue, helping to support 3 families. This on 5 acres of class 3 soils, I might add. We wish to continue to serve the urban community near us. We have set aside wetlands and woodlands to protect native animals and plants.

To continue our stewardship of this land and our service to the community we need to remain in a Rural area. We oppose the addition of any or all parts of Sites 90, 91, and site 92, to a urban or future urban area.

We also would like to note that the 'Oat field fault Line, passes through sites 90 and 91 and is very close to site 92. We are in a special Wildlife zone in Mult. County and have had deer ,elk, bobcats and other wildlife on our Farm in the last year. Metro has stated that municipal services are best provided in urban areas by Municipal governments, Sites 90,91, and 92 have no adjoining Cities to provide those services. If these sites were urbanized, they would be isolated from other existing urban areas in Mult. county. The Portland Public Schools would be forced to spend millions on new facilities for hundreds of new school children.

In closing we oppose any movement toward urbanization near our Farm and wish to remain and expand our services to the nearby urban communities. Thank you for your time.

Sincerely,


Gregory P. Malinowski


Richard A. Malinowski

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

I am a resident and property owner in the Springville Road area of Multnomah County, identified as #90 and 91 of your special study area, designated as Tier 1 Exception Land Contiguous to Urban Growth Boundary.

I want you to know that I want my home and area to remain outside the urban growth boundary. Here are a few reasons why:

1. **Home to exceptional wildlife meadow and forest habitat buffering Forest Park Preserve.** Our properties form a wildlife corridor to the Coast Range and Forest Park. There are overwintering elk, deer, Canadian geese, ducks, over 40 species of birds, and over 70 kinds of native trees, shrubs, and wildflowers found here.
2. **To support existing second-generation farms and organic farm subscription businesses located here.** These small parcels include current farm use for sheep, llamas, horses, cattle, and goats. The current parcel sizes allow for these uses.
3. **To maintain watersheds.**
4. **To protect rural livelihoods and lifestyles.**
5. **To preserve Portland history.** Springville Road was the overland transportation route between valley crops and the river before 1900.
6. **Most importantly, to protect one of the last pristine areas of Multnomah County and the City of Portland.**

The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Richard Malinowski

Name

13130 N.W. Springville Rd

Portland OR 97229

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

I am a resident and property owner in the Springville Road area of Multnomah County, identified as #90 and 91 of your special study area, designated as Tier 1 Exception Land Contiguous to Urban Growth Boundary. *Washington*

I want you to know that I want my home and area to remain outside the urban growth boundary. Here are a few reasons why:

1. **Home to exceptional wildlife meadow and forest habitat buffering Forest Park Preserve.** Our properties form a wildlife corridor to the Coast Range and Forest Park. There are overwintering elk, deer, Canadian geese, ducks, over 40 species of birds, and over 70 kinds of native trees, shrubs, and wildflowers found here.
2. **To support existing second-generation farms and organic farm subscription businesses located here.** These small parcels include current farm use for sheep, llamas, horses, cattle, and goats. The current parcel sizes allow for these uses.
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4. **To protect rural livelihoods and lifestyles.**
5. **To preserve Portland history.** Springville Road was the overland transportation route between valley crops and the river before 1900.
6. **Most importantly, to protect one of the last pristine areas of Multnomah County and the City of Portland.**

The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Dreg Malinowski

Name

13450 N.W. Springville Ln

Port OR 97229

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

I am a resident and property owner in the Springville Road area of Multnomah County, identified as #90 and 91 of your special study area, designated as Tier 1 Exception Land Contiguous to Urban Growth Boundary.

I want you to know that I want my home and area to remain outside the urban growth boundary. Here are a few reasons why:

1. **Home to exceptional wildlife meadow and forest habitat buffering Forest Park Preserve.** Our properties form a wildlife corridor to the Coast Range and Forest Park. There are overwintering elk, deer, Canadian geese, ducks, over 40 species of birds, and over 70 kinds of native trees, shrubs, and wildflowers found here.
2. **To support existing second-generation farms and organic farm subscription businesses located here.** These small parcels include current farm use for sheep, llamas, horses, cattle, and goats. The current parcel sizes allow for these uses.
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6. **Most importantly, to protect one of the last pristine areas of Multnomah County and the City of Portland.**

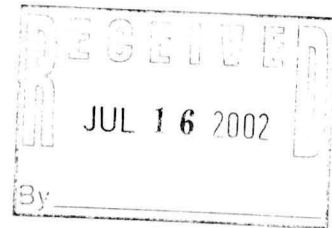
The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Jon T Malinowski (DPM) signed for my Brother
Name 13432 N.W. Springville Ln who gave his permission
But is out of town
Port OR 97229
Address

JACK & VICKI VENABLES
7120 SW 60TH AVENUE
PORTLAND OR 97219-1182
503-246-7544
E Mail Address vjvenables@att.net



July 14, 2002

Mr. Mike Burton, Executive Director of Metro
600 NE Grand Ave.
Portland OR 97232

Dear Mr. Burton,

My husband and I recently attended the Metro meeting held at Wilsonville High School. We found it to be very informative and your educational material to be most helpful. The meeting answered most of our questions and we met with two staff members who expanded on the material provided and they were friendly and knowledgeable.

Our interest in this is very simple. The UGB is on our north fence line at 23065 SW Boones Ferry Road, Tualatin. We would be most interested in having this area, number 47, included in the expansion.

Victoria Woods has been an extremely popular development. We feel that adding more land to this neighborhood, near Tualatin High School would be beneficial for the community.

We are asking you to support this expansion and thanking you in advance for your help.

Sincerely,

Vicki Meyers-Venables
Vicki Meyers-Venables
John V. Venables
John V. Venables

/vmv

Cc: Carl Hosticka, Susan McLain, Rod Park, Bill Atherton, Rex Burkholder, Rod Monroe, David Bragdon

13900 NW Old Germantown Road
Portland, Oregon
July 15, 2002



Mike Burton, Metro Executive Officer
600 NE Grand Avenue
Portland, Oregon 97232

RE: Petitions in favor of retaining the existing Urban Growth
Boundary in Northwest Multnomah County

Dear Mr. Burton,

Attached are petitions representing the views of 178 residents of NW Multnomah County who favor retaining the existing UGB along the NW flank of the Tualatin Mountains - and one resident who argues for UGB inclusion for his parcel. We began by talking to neighbors on our road, and within a few days, as word spread between networks of friends, people living along a broad stretch of countryside were insisting on a voice.

We hope you will hear these voices of your constituents, and consider the many points articulated in the petitions and letters, as you and Metro staff finalize the proposal you will bring to Council early next month. More than that, we hope you will "hear" the voices of human posterity and of the animal kingdom, which rely on your proposals for their health and local survival.

We are prepared to address these issues effectively with Metro Council, Multnomah County, and other jurisdictions, to the extent necessary to preserve the unique and precious blend of wildness, accessibility to all metropolitan citizens, habitation, and resource activities which NW Multnomah County encompasses.

The number 178 (petitioners) counts individuals on either petition, originating on Old Germantown Road or Springville Road. It accounts just once for the 3 people who signed both, and deletes the two out-of-state signers who were visiting.

Thank you for your consideration.

Sincerely,

James R. Emerson
Neighborhood representative and
Forest Park Neighborhood Assoc.
Board member.

A PETITION to METRO

In Favor of Retaining the Existing Urban Growth Boundary
in Northwest Multnomah County

Prepared by the Old Germantown Neighborhood Committee on 2002 UGB
Contact person: Jim Emerson (503) 283-4096
July 15, 2002

We, the undersigned petitioners, residents of unincorporated NW Multnomah County and the Forest Park Neighborhood, strongly oppose adding land within NW Multnomah County to the Urban Growth Boundary. We favor retaining the existing boundary.

Most petitioners live in or near Alternatives Analysis Study Area #89, the center of our area of concern encompassing Areas #87-94. We consider this area to be a rare treasure for a metropolitan region, a greenbelt which should not be eliminated.

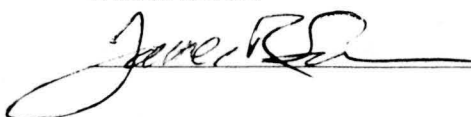
We urge Metro staff and Council to consider the following factors:

1. This area includes environmentally significant watersheds of forested canyons and dense stream bottoms creating a broad wildlife corridor connecting Forest Park to the undeveloped lowland habitats and rural lands to the west - as recognized by Metro's own Regionally Significant Riparian Corridors map and Wildlife Habitat map of 2002.
2. Multnomah County's adopted West Hills Rural Area Plan recognizes the need to protect the streams and habitats of this area through its Significant Environmental Concern Zoning Overlays of SEC-s (streams) and SEC-h (wildlife habitat.)
3. Current large-lot zoning, including EFU, CFU, and RR, provides protection to the wildlife, watershed, agricultural, scenic, and recreation values of the area; whereas urbanization would degrade the watershed, drive out the wildlife, destroy the corridor, and permanently eliminate the special scenic and recreation opportunities which are valued by the whole region.
4. Utilities, transportation, and community services infrastructure would be costly, difficult, and inefficient due to steep terrain, multiple streams, landslide potential, narrow winding roads, and winter weather factors.
5. The vitality of nearby cities will be enhanced by directing development investment into areas with existing infrastructure instead of into a new fringe of growth.

SIGNATURE

PRINTED NAME

ADDRESS



JAMES R. EMERSON

1390 NW OLD GERMAN TOWN ROAD
97231

page1

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ADDRESS

and Campbell Jan Campbell 18807 NW Columbia

Laura Rollock Laura Rollock 14957 NW Newberry

Craig Cottloff Craig Cottloff 15125 NW Newberry Rd

Richard Linn Richard Linn 11135 NW Skyline Blvd

Barbara Ruch Barbara Ruch 13341 NW Springville

Diane M. Shaw Diane M. SHAW 12106 NW Skyline 9723

Jill Phipps Jill Phipps 12120 NW Skyline Blvd 9723

Cooper Campbell Cooper Campbell 18807 NW Columbia

Will Schweinfurt Will Schweinfurt 5800 NW Skyline

Sean Penney SEAN PENNEY 13839 NW Cornell Rd

Kenneth Simonsky Kenneth Simonsky 14125 NW Old Germantown Rd, Portland, OR 9723

Judy Votve Judy Votve 12321 NW Springville Rd, Portland, OR 9722

Barrie Levinson BARRIE LEVINSON 11310 NW PLAINVIEW RD 9723

Jodie L. Wainwright Jodie L. Wainwright 14305 NW Old Germantown Rd 9723

Emily J. Beck Emily J. Beck 12803 NW McNamee Rd 9723

Claire Stock Claire Stock 14025 NW Germantown Rd 9723

Ken Pincus Ken Pincus 14754 NW Ash St. 97231

Jon Ruddell Jon Ruddell 14815 NW McNamee Rd 97231

Jan Burkhart Jan Burkhart 14735 N.W. Ash St., 97231

Eugene Still, Jr EUGENE STILL, JR 18985 NW MORGAN RD 97231

Cammy Bradshaw Cammy Bradshaw 10643 NW Brooks Rd 97231

Randolph Young RANDOLPH YOUNG 16333 NW McNamee Rd 9723

Martin W. Jaqua Martin W. JAQUA 12711 NW Old Germantown Rd 97231

Barbara LaMorticella Barbara LaMorticella 18200 NW Johnson Rd

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ADDRESS

Rebecca Gatt	Rebecca Gatt	12900 NW Germantown Rd
Devin Gatt	Devin Gatt	12900 NW Germantown Rd
Donna L. Neill	DONNA L. NEILL	13020 N. W. Germantown Rd.
Gilbert L. Neill	GILBERT L. NEILL	13020 NW Germantown Rd.
Dana Lang	DANA LANG	14151 NW Germantown Rd.
Greg Lang	Greg Lang	4151 NW Germantown Rd.
Michelle Bressler	Michelle Bressler	10116 NW Hoge
Ivan McLean	Ivan McLean	10116 NW Hoge
Robert Cloutier	Robert Cloutier	13200 NW Old Germantown
Nicola Rotberg	Nicola Rotberg	13200 NW Old Germantown
Mollie Nelson	MOLLIE NELSON	13512 NW Springville Ln.
SETH TANE	SETH TANE	13700 NW Newberry Rd.
H. Christopher Hamaker	H. Christopher Hamaker	14490 NW Germantown Rd
William C. Schweinfurth	William C. Schweinfurth	2800 Sky line
Barbara Colbert	Barbara Colbert	13501 NW Old Germantown Rd.
JAMES A. BULLOCK	JAMES A. BULLOCK	12600 NW GERMAN TOWN RD. 97231
Michael O'Halloran	Michael O'Halloran	12130 NW Old GERMAN TOWN RD 97231
JAY BUTZ	JAY BUTZ	13303 NW Springville 97229
Linda Flanders	Linda Flanders	14623 NW Newberry Rd 97231
William King	William King	14623 NW Newberry Rd 97231
Catherine Dalziel	Catherine Dalziel	18747 NW Columbia 97231
Janet Michael	Janet Michael	11850 NW McNamara 97231
ELLIOT MICHAEL	ELLIOT MICHAEL	11850 NW McNamara 97231

SIGNATURE

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ADDRESS

Mervyn Greenlick

712 W. Spring 97229

Mike Holm

10601 NW Skyline Blvd. 97231

SUSAN GORANSON

13430 NW Germantown 97231

Jeanne McGinnis

13118 NW Old Germantown Rd 97231

CHERYL NEAL

12115 NW Skyline Blvd. 97231

Matthew Kuhn

12218 NW Old Germantown 97231

ROLF S. Vaine

12321 NW SPRINGVILLE RD 97231

Louis B. FLEURY

15806 NW. McNamee Rd 97231

Leslie Blaize

9630 NW SKYLINE Blvd 97231

STEVEN YOUNG

13333 NW OLD GERMANTOWN RD 97231

Margaret Frison

12875 NW Old Germantown Rd. 97231

LYNN F. ANDERSON

14726 NW Newberry Road Pld 97231

Lindsey Verocruysen

2808 S Manito blud 99203

LAUREL HARROUN

14207 NW Newberry Rd 97231

TRACY WATERS

14207 NW Newberry Rd 97231

Mary Laines Young

13333 NW OLD GERMANTOWN 97231

Julie N. Becker

13726 + 13100 NW Old Germantown 97231

William Becker

13726 + 13100 NW Old Germantown Rd 97231

DIANA STANLEY

7015 NW SKYLINE BLVD 97229

Charles Hamaker

29 Acorn Ct. Walnut Creek CA 9459

Linda K. Williams

14726 NW Newberry Rd Portland OR 97231

E. BAIRD SMITH

9248 NW SKYLINE BLVD Pld OR 9723

SIGNATURE

PRINTED NAME

ADDRESS

SIGNATURE	PRINTED NAME	ADDRESS
Karen K Kosnik	KAREN K. KOSNIK	13611 N.W. SKYLINE PORTLAND 97231
Ronald S. Kosnik	RONALD S. KOSNIK	13611 N.W. SKYLINE PORTLAND 97231
Peter S. Adamson	Peter S. Adamson	10525 NW Skyline, PDX 97231
Arnold Rocklin	Arnold Rocklin	9715 NW Newton Rd Portland 97231
Coert Vonk	Coert Vonk	11310 NW Plainview Rd 97231
Robert Van Dwyke	ROBERT VAN DYKE	13248 NW OLD GERMANTOWN RD. PORTLAND OR 97231
Jay W. Wright	Jay W. Wright	14205 NW Old Germantown Rd 97231
Jacqui Dowsett	Jacqui Dowsett	15007 NW GERMANTOWN RD PORTLAND 97231
Greg P. Malinich	Greg P. Malinich	13450 NW GERMANTOWN RD 97231
Susan Still	Susan Still	18985 NW Morgan Rd PHOENIX 97231
Jim Kessinger	Jim Kessinger	11435 NW Old Conch's Pass Rd 97231
Edwin W. Hartzell	EDWIN W. HARTZELL	13124 N.W. OLD GERMANTOWN 97231
Greg Friedman	GREG FRIEDMAN	14025 N.W. OLD GERMANTOWN 97231
Patricia M. Langdon	PATRICIA M. LANGDON	12711 NW O. GERMANTOWN Rd 97231
Kendra Smith	Kendra Smith	10565 NW Skyline Blvd 97231
Jon Boufforte	Jon Boufforte	" " " "
Carol Reifstuck	Carol Reifstuck	11557 NW Plainview Rd 97231
Jennifer Ommer	Jennifer Ommer	11400 NW Plainview Rd, Pdx 97231
Timothy A. Reifstuck	TIMOTHY A. REIFSTUCK	11557 NW PLAINVIEW Rd, PORTLAND 97231
Steve Ommer	Steve Ommer	11400 NW Plainview Rd, PDX OR 97231
Roger Xerke	Roger Xerke	11028 NW Plainview Rd 97231
Terry Storm	Terry Storm	11233 NW Plainview Rd 97231
Sally J. Storm	Sally J. Storm	11233 NW Plainview Rd. 97231
Jennie Luh	JENNIE LUH	11311 NW Plainview Rd 97231
George Luh	GEORGE LUH	11311 NW PLAINVIEW RD 97231
Colleen Schrotzberger	COLLEEN SCHROTZBERGER	97231
Steve Lofland	Steve Lofland	11425 NW PLAINVIEW RD 97231
Dawn Lofland	Dawn Lofland	11533 NW Plainview Rd 97231

SIGNATURE

PRINTED NAME

ADDRESS

Margaret Schweinhart Margaret Schweinhart 5800 NW Skyline
JOE V JOCHWEIL PUTIN

Mary K. Hartzell 13124 NW OLD GERMANTOWN ROAD 97231

Joe Storm Joe Storm 11233 NW PLAINVIEW RD PDX 97231

Allegria Storm 11233 NW Plainview Rd PDX 97231

DAVID A. LINDEN 11800 NW Cornelius Pk. Rd. PORTLAND OR. 97231-201

RAEBA GOLFARD 15400 NW SKYLINE PDX 97231

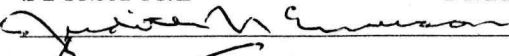
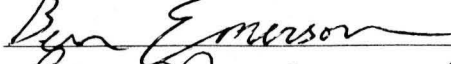
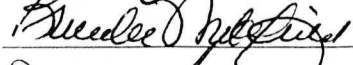





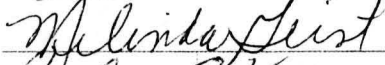

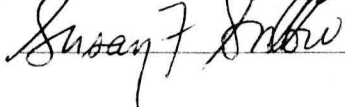
Cotanno Villaneda 15110 NW Cornelius Pk. Rd. 97231

Leslie B. Linden Leslie B. Linden 11635 NW Rock Creek Rd. 97231

SIGNATURE

PRINTED NAME

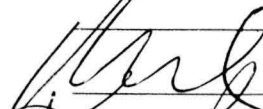
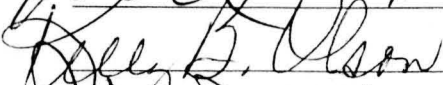
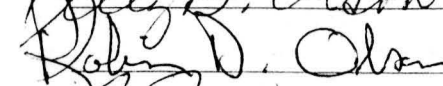
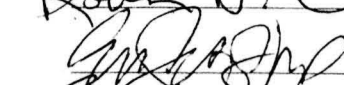
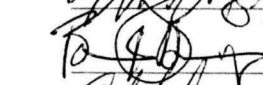
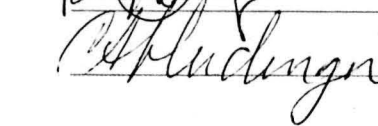
ADDRESS

	Judith N. Emerson	13900 NW Old Germantown
	Ben Emerson	13900 NW Old Germantown
	Bruce Lee Wakefield	13510 NW Old Germantown Rd.
	Jerry Grossnickle	" " " " "
	AVA CHAPMAN	13816 N.W. OLD GERMAN TOWN RD
	Karen Friedman	14025 NW Old Germantown Rd.
	Mark Fujii	12330 NW Old Germantown Rd.
	Alan Geist	14275 NW Old Germantown
	Melinda Geist	14275 NW Old Germantown Rd.
	EARLENE E. KNAPP	14025 N.W. OLD GERMAN TOWN RD
	Susan F. Snow	14075 NW. Old German Town Rd

SIGNATURE

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	ANDREW CHENSWETH	13118 NW OLD GERMAN TOWN RD. 97231
	Kelly B. Olson	13420 NW Old Germantown Rd.
	Robin D. Olson	13420 NW Old Germantown Rd.
	ERIC GORANSON MD	13430 NW Germantown Rd.
	BERNARD DEARING	17528 NW COUNTRY DR. 97229
	Cathy Ableidinger	13740 NW Germantown Rd. 97231

A petition to Metro in favor of retaining
the existing urban growth boundary in New Milford Co.

Petition to Metro

page 9

SIGNATURE

PRINTED NAME

ADDRESS

Fern Wiseman FERN WISEMAN 13715 NW Germantown Rd.

Wesley Wiseman WESLEY WISEMAN Germantown Rd.

Jerry Gordsy Jerry GORDSY 13435 NW Germantown Rd.

PJ Willenre PJ Willenre 13317 NW Germantown Rd.

Bill Willenre " " "

Carol Chesnut Carol Chesnut 13300 NW Germantown Road

James Searles James Searles 13285 NW Germantown Rd

Beatrice Searles BEATRICE SEARLES 13285 NW Germantown Rd

Holly Eddins Holly Eddins 3227 NW LURAY TERRACE

John Eddins JOHN EDDINS 3227 NW LURAY TERRACE

Lauren Tank Lauren Tank 12845 NW Germantown Rd 9723

Kevin Joyce Kevin Joyce 12845 NW Germantown Rd 9723

Claire Larson Claire Larson 13250 NW Germantown Rd.

Margaret Larson Margaret LARSON 13250 NW Germantown Rd. 9723

Tom Larson Tom Larson 13250 NW Germantown 97231

A Petition To Metro IN FAVOR OF Retaining the Existing Urban Growth Boundary in NW Mult. Co.

PAGE 10

Signature	Printed Name	Address	97231 Portland
Sen Speroff	Sen Speroff	15001 NW Skyline Blvd.	
Steve Muller	STEVEN FRADKIN	12119 NW Skyline Blvd.	
Sen Speroff	Sen Speroff	15001 NW Skyline Blvd	
Patricia Brady	Patricia Brady	13130 NW Skyline Blvd, PTL	
Leon Speroff	Leon Speroff	15001 NW Skyline Blvd PTL	
Karin Hunt	KARIN HUNT	16340 NW Rock Creek Rd, PTL	
M. R. Oliver	Michael R. Oliver	14625 NW Skyline Blvd.	
Marilyn Oliver	Marilyn Oliver	14625 NW Skyline PTL	
Bruce Penney	BRUCE PENNEY	13639 NW Cornelius Pass PTL	
Shirley Penney	Shirley Penney	13639 NW Cornelius Pass Rd,	
DREW PENNEY	DREW PENNEY	13639 NW Cornelius Pass Rd, PTL	
Michael M. Klotz	Michael M. Klotz	13106 NW Germantown Rd PTL	
Jane E. Clark	Jane E. Clark	" " " "	
Stephen T. Beck	Stephen T. Beck	12803 NW McKinney Rd Portland, OR	
BURTON BIX	BURTON BIX	18820 NW KING RD PTL 97231	
Montgomery McKinney	McKinney	5754 N.W. Skyline Blvd	Portland 97229
Bruce Ableidinger	Bruce Ableidinger	13740 NW Germantown Rd Portland 972	
Martin Phupps	Martin Phupps	12120 NW Skyline Blvd 9723	
Jim Shaw	Jim Shaw	12106 NW Skyline Blvd 972	

July 15, 2002

JUL 17 2002

Rod Park -District 1
Metro
600 NE Grand Ave
Portland, Ore 97232


Dear Mr. Park,

My daughter and I are hoping you could help us in our quest for inclusion in the UGB. I understand that we are in the study area 84 tier 1. My daughter's land is next to the Ryland Homes property on Brugger rd, and I am north of hers, TL 1201 and 1203 with approx. 12.9 acres. Enclosed is a map with our property outlined in red. It used to be called exception land 25a and 25b. Our residence address is 16710 NW Brugger rd, but our mailind address is:

PMB # 237
822 NW Murray Blvd
Portland, Ore 97229-5868

We are both very concerned and eager to be included in the UGB. Please keep us informed on any changes, and if you can assist us in anyway, please feel free to contact us anytime.

Thank-You
Sincerely,


Verla and Amber Dering
(503) 645-6365

WASHINGTON COUNTY

GEOGRAPHIC INFORMATION SYSTEM

Washington County
GIS on the Web
Parcel: 9999

SCALE: 1 inch = 946.57 feet

Photo Info:



This map was derived from
several databases. The County cannot accept
responsibility
for any errors. Therefore
there are no warranties
for this product. However,
notification of errors
would be appreciated.

Printed: 5/4/99 4:26:58 PM

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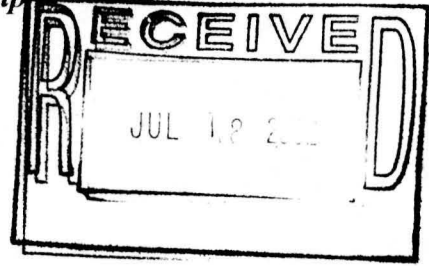
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R6

R6

R9

Carl H. Johnson Family Limited Partnership IV
8965 SW Burnham Street
Tigard, OR 97223
503-684-9085



July 15, 2002

Mr. Rod Park
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Urban Service Boundary
Metro Wilsonville Meeting
July 11, 2002

Dear Mr. Park,

As a member of the Tonquin Industrial Group and as a property owner of Tax Lot #300 on Washington County tax map with the identification 2 S1 34C-2L 300, the partnership wishes to be considered for inclusion within the urban service boundary.

Tualatin and Wilsonville are nearly joined along Graham's Ferry Road. The area is being developed up to Helenius Road and the Women's prison on Day Road. The area between the two cities has limited small acreage in agriculture. Rocky conditions pervade in a good portion of the area. The trees that have been felled in the area have been of very poor quality for lumber and for some reason they do not grow well in this type of soil.


Light rail will come through this area since it is planned for the line that is there now. The former passenger station for Oregon Electric Railroad was at Tonquin and borders the property owned by the Tonquin Industrial Group of independent land owners who favor being included in the revised urban service boundary.

The old station is a historic site and is being retained and presumably will be restored in the future. With development of the area, a station for the Women's Prison and the entire area would help to complete a future vibrant community. This would further support transit use and the economy would benefit.

On page B 2 of The Oregonian for July 16, 2002, this quote is from paragraph four under the article entitled "*Area cities map out future annexations.*" "The draft agreement is part of Washington County's effort to turn over urban services to cities and focus on regional functions such as jails and social services. A 1993 state law requires cities to set boundaries between them and assumes cities can best provide urban services." It logically follows that a small area such as this between two prominent cities in the metropolitan area should be annexed into one or the other.

Our property is in Tier #1 and we greatly appreciate your giving it serious consideration for inclusion in the Urban Service Boundary.

Sincerely,


Carl H. Johnson,
General Partner, LPIV

DUNN CARNEY ALLEN HIGGINS & TONGUE LLP

ATTORNEYS AT LAW

851 S.W. SIXTH AVENUE, SUITE 1500
PORTLAND, OREGON 97204-1357

FACSIMILE (503) 224-7324

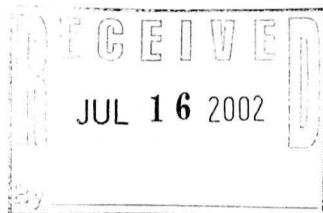
TELEPHONE (503) 224-6440

JACK D. HOFFMAN

Direct Dial: (503) 306-5324
Internet: jdh@dunn-carney.com

July 15, 2002

Andy Cotugno
Metro Planning Director
600 NE Grand Avenue
Portland, Oregon 97232



Dear Andy:

Enclosed is a copy of the request that we sent to Mike Burton on behalf of the Brookman Road property owners.

Yours very truly,

Jack D. Hoffman

JDH/lgg

Enclosure

\\ODMA\GRPWISE\DUNN-CAR.POST1.CLIENTS:194669.1

BROOKMAN ROAD PROPERTY
Northern Portion of Area 55 and Area 54

UGB INCLUSION REQUEST

Sherwood, Oregon

*Actual report
in Planning
w/ original.*

Prepared by:

Dunn
Carney ATTORNEYS
AT LAW
Allen
Higgins
& Tongue
LLP

CENTRAL POINT-LELAND ROAD-NEW ERA
COMMUNITY PLANNING ORGANIZATION
11466 Finnegan's Way
Oregon City, Oregon 97045

JUL 17 2002

July 15, 2002

Metro
600 NE Grand Avenue
Portland, Oregon 97232

Attention: Mr. Mike Burton
Metro Executive Officer

Dear Mr. Burton:

At a Community Planning Organization meeting on July 11, 2002, the members voted to oppose the expansion of the Urban Growth Boundary on the southwest side of Oregon City for "commercial services", an area of approximately 190 acres, off South End Road, Oregon City. Area 32 on a Metro Alternatives Analysis Study Areas map dated June 5, 2001 appears to include the above named area.

Oregon City has requested this expansion for "commercial services" and it is the use, "commercial services", that the CPO opposes.

CPO bylaws (page 1 enclosed), Article III, Sections 1, 2.a, 2.b, 2.e, and 2.f specifically define the CPO role in the community planning process, including the livability and quality of life of our area. Many members have lived in the area for decades, and our members' visions for future development/needs should receive priority consideration ahead of any governmental entities.

The use of Area 32 for "commercial services" has many limitations:

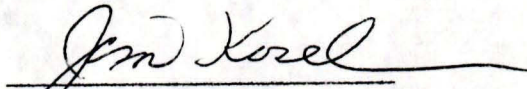
- A. Three (3) major electrical transmission lines go through part of the area, thereby limiting development of any kind.
- B. Much of the area is already developed at rural residential densities. The only non-residential related structure in the area is a church.
- C. South End Road, in this area, is a two-lane road, with little or no shoulders. The right of way is 60 feet (see enclosure) which would be inadequate for the traffic lanes and sidewalks needed to support commercial enterprises.
- D. Commercial vehicles to support "commercial services" in this area would come from distant highways (99E, 213 and I-205), adding to the congestion of many of Oregon City's streets.
- E. Effective September 1st, Tri-Met is discontinuing bus service on this section of South End Road, making the nearest mass transit approximately 1 1/2 miles away.


- F. South End Road, between Kelland Court and May Road, has no shoulders and is carved into a hill. During the rainy season there is frequent erosion problems and some road settling. Widening and maintaining the road for commercial development would be a costly undertaking.
- G. A few children attending McLoughlin Elementary School on South End Road walk along the road, which has very narrow shoulders in some areas. The additional traffic, in particular, commercial vehicles, could endanger some of these grade school children.

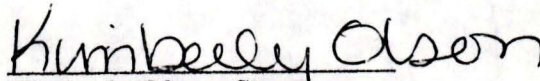
If Oregon City wants to provide "commercial services" for its southwest side residents, there are better choices. For example, there is undeveloped land in the vicinity of South End Road and Rose Road, outside the city boundary, some of it in the UGB and some of it outside the UGB that could be used to provide some "commercial services". This area is much closer to Oregon City's residential areas and nearer to mass transit, and probably with less infrastructure costs.

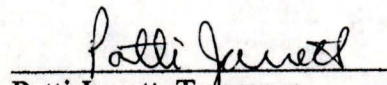
Please do not consider Area 32 at this time for expansion of the UGB for "commercial services".

Respectfully submitted,


Jim Kosel, Chairperson


Oly Olson, Vice-Chairperson


Kimberly Olson, Secretary


Patti Jarrett, Treasurer

ENCLOSURES

CC: Councilor Rod Park
Councilor Bill Atherton
Councilor Carl Hosticka
Councilor Susan McLain
Councilor Rex Burkholder
Councilor Rod Monroe
Councilor David Bragdon
Michelle Majeski, Clackamas County Citizen Involvement Specialist

CENTRAL POINT-LELAND ROAD-NEW ERA
COMMUNITY PLANNING ORGANIZATION
· BYLAWS

ARTICLE I

Section 1. **NAME.** The name of the organization shall be the Central Point-Leland Road-New Era Community Planning Organization. (Referred to herein as the CPLRNECPO).

ARTICLE II

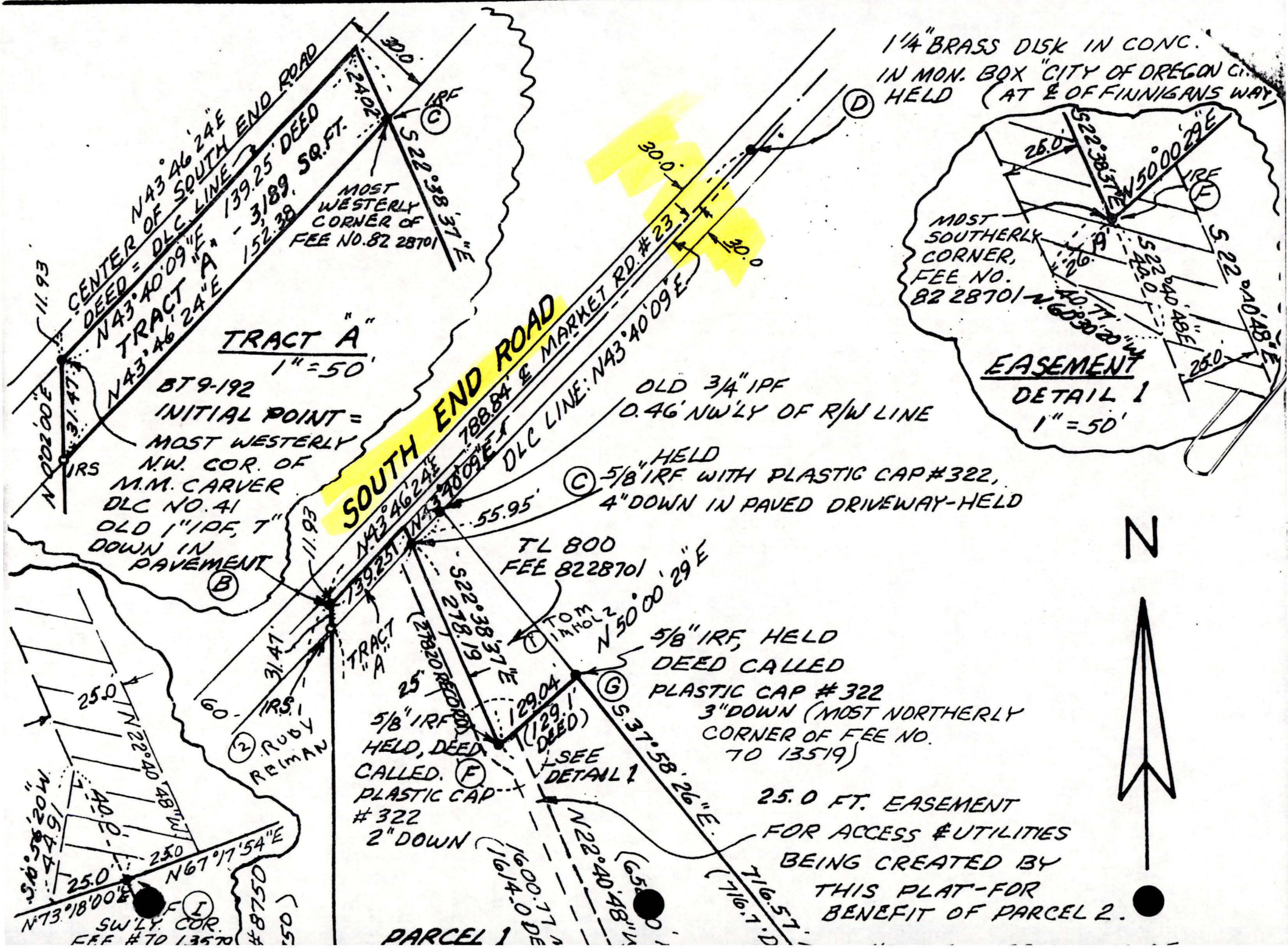
Section 1. **BOUNDARIES.** The boundaries of the CPLRNECPO shall be the same as those established by Clackamas County. A map defining those boundaries is attached hereto as Exhibit "A" and incorporated into these bylaws by this reference. These boundaries take into account natural boundaries, commercial patterns, community organizations and historic factors.

ARTICLE III

Section 1. **PURPOSE.** The purpose of the CPLRNECPO is to serve the residents within the boundaries of the CPLRNECPO in matters concerning community development, land use and community issues in general.

Section 2. **GOALS.** The goals of the CPLRNECPO are as follows:

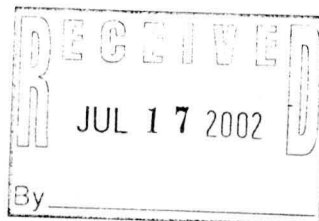
- a. Involve area residents in the land use and community planning process.
- b. Provide a line of communication between area residents and the Board of County Commissioners, the Planning Commission and other public bodies.
- c. Act as an advisory board to the Board of County Commissioners, the Planning Commission and the Planning Division on matters affecting areas within the boundaries of the CPLRNECPO.
- d. Assist County with fulfilling the citizen involvement goals provided for in the Clackamas County Comprehensive Plan.
- e. Develop planning proposals with respect to land use, zoning, parks, water resources, open space and recreation, annexation, housing, community facilities, transportation and traffic, community services, and other factors affecting the livability of the area within the boundaries of the CPLRNECPO.
- f. Protect the character of the area by maintaining a vigilant posture to sustain a safe, healthful, and pleasant quality of life.
- g. Take such action as necessary by speaking out as a non-partisan group in support of the CPLRNECPO's objectives.





East Metro Economic Alliance

1333 NW Eastman Parkway
Gresham, Oregon 97030



EMEA Membership

Hiroshi Morihara
CEO Persimmon Group
and Co-Chair EMEA
(503) 674-3222
hiroschi@persimmongolf.com

Mayor Charles Becker
Gresham and Co-Chair
EMEA

Michael Anderson
President, New
Technologies

Rob Fussell
Interim City Manager,
Gresham

Ed Golobay
President, Sunglow Heating

Charlie Haugh
Owner, Holt and Haugh,
Inc.

Eric Kvarsten
City Manager, Troutdale

Juan Nagore
Director, Portland General
Electric

Carol Neilson-Hood
Director, Gresham Area
Chamber of Commerce

Ken Noah
Superintendent, Gresham
Barlow School District

Dr. Robert Silverman
President, Mt. Hood
Community College

Dave Shields
President, Gresham Area
Chamber of Commerce

Max Talbot
Community & Economic
Development Dir.,
Gresham

Shelly Parini
Economic Development
Manager, Gresham and
EMEA Project Manager
(503) 618-2821
shelly.parini@ci.gresham.or.us

July 15, 2002

Mike Burton
Executive Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Re.: Industrial UGB Expansion along US 26 next to Gresham

Dear Mr. Burton,

On behalf of the East Metro Economic Alliance, I am writing to urge your 2002 recommendation for about 1,000 acres of industrial UGB expansions along both sides of US 26 south of Gresham. As Metro is aware, the Gresham Regional Center area (aka East Metro) suffers from one of the region's lowest mixes of jobs per household and longest commutes. At its July 11th meeting, the Alliance found that jobs balance effects every single social, economic, educational, and fiscal goal of the area.

The City of Gresham has a number of aggressive initiatives for job growth in the works (see attached). The Alliance believes that first and foremost is establishing a 20-year industrial land supply that can provide sufficient jobs to enable the area to catch up to at least the regional mix of jobs per household.

The City of Gresham can readily serve new jobs lands on both sides of US 26, so the region will gain near-term family wage employment on sites that are easily accessed from US 26. Gresham has a proven track record of delivering services to mid-County, and careful UGB planning of Pleasant Valley.

From a services and market standpoint, it is vital for Metro to add a critical mass of industrial lands (about 1,000 acres) on both sides of US 26 at one time. With this assurance, the City can efficiently size, finance, and extend needed infrastructure for this new jobs area and the upstream Johnson Creek Basin.

Please feel free to contact me if you have any questions on this at 503-674-3222.

Sincerely yours,

Hiroshi Morihara

Co-Chair
East Metro Economic Alliance

**"Creating Community Wealth Through Smart Growth,
Smart Kids and Smart Industry"**

East Metro Economy and the Urban Growth Boundary - 2002

JOB GROWTH FOR A BALANCED COMMUNITY

Gresham anchors the East Metro area economy. The area enjoys advantages for high tech, tourism, machinery, aerospace, health and graphic communications, and creative services. The Gresham area possesses a diverse job base for sustained economic development. The 2000 Mayor's Economic Development Action Plan charts a future based on "smart growth, smart kids, and smart industries."

- Despite local job growth, *the area suffers one of the region's lowest jobs to household ratios* (1.17 jobs per household) and one of Oregon's longest commutes. In turn, this lagging job base limits the area's ability to support needed services and economic opportunities for its diverse populace.
- Gresham's draft 2002 Industrial/Employment Policies call for *building the area's jobs balance up to the regional level* (now 1.69 Jobs/HH). This will require sustained, increased local job growth for the next two decades to overcome bedroom community patterns.
- Gresham's available industrial land supply is highly limited by mining, environmental, land banking, and access constraints. Only 166 ready-to-build acres are available today, most in small parcels.

TO MEET OUR 20-YEAR GOAL OF JOBS/HOUSEHOLD BALANCE [PRELIMINARY ESTIMATE]:

- Gresham needs at least 1,500 acres of buildable industrial lands.
- About 500-600 acres of this need may be met on existing industrial lands by removing constraints.
- In addition, at least 900-1,000 acres of buildable new industrial lands will be needed.

GRESHAM SERVICES AND UGB EXPANSION AREAS

In 2002, Metro will likely add 5,700 acres of future industrial lands to the UGB.

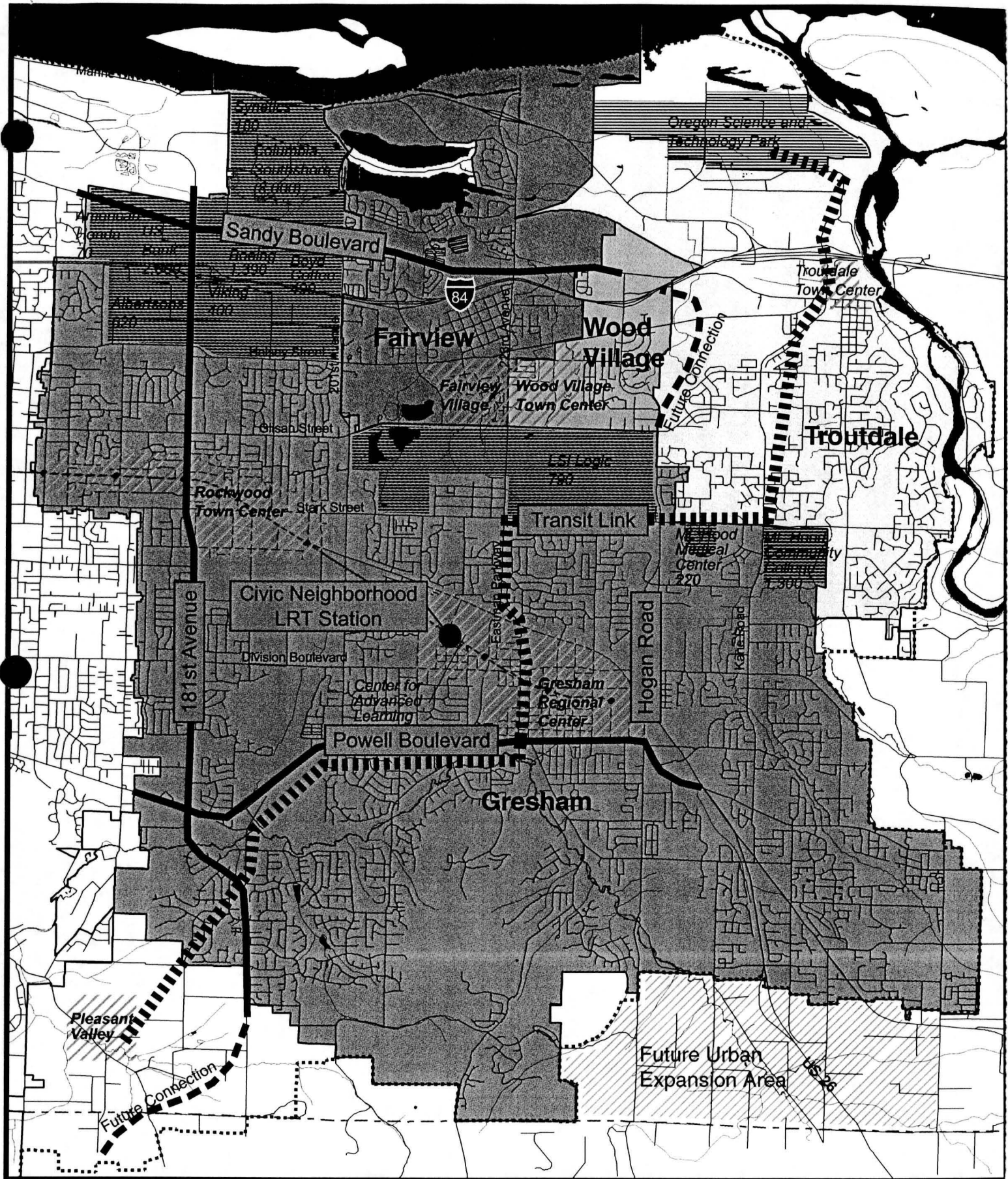
Gresham provides a full range of urban services. In the 1980s the City extended timely services to a large mid-County area. Gresham and its regional partners just completed the Pleasant Valley Concept Plan, for the region's largest recent UGB expansion. Next, Gresham will lead the Implementation Project to confirm facilities and policies for urbanization. Gresham is prepared to serve most of Pleasant Valley.

Should Metro adopt a 2002 Industrial UGB Expansion Area along US 26, Gresham can readily serve this area. In cooperation with landowners and future users, the City can quickly develop needed facility extensions. Mt. Hood Highway (26) provides excellent access. Updates of the Wastewater Treatment Plant and Johnson Creek Master Plans will include portions of the upper Johnson Creek sub-basin. Existing water facility plans already include this sub-basin. The City can also serve adjacent new residential lands in this UGB expansion along Hogan Road in Multnomah County.

STRONG PLANS AND SMART POLICIES SUPPORT ECONOMIC VITALITY

Gresham's 2002 Strategic Plan puts high priority on Economic Development. The Plan supports near-term actions for: *adequate industrial land supply; Rockwood/West Gresham revitalization; educational priorities of the Mayor's Action Plan; incentives for targeted industries, mixed use, and redevelopment; jobs/housing balance; full transportation choices.* The Strategic Plan will be integrated with a Long-Range Financial Plan now being developed.

Gresham's draft Industrial/Employment Policies require land use changes supporting: *ready-to-build employment lands, a diverse economic base on par with the region, and sectors that hold the most promise for family wage job growth.* Revised land use districts that support flexibility of uses will follow this year.



East Multnomah County Transportation Priorities

**Civic Neighborhood
LRT Station**

North/South Enhancements

181st Avenue Road and
Transit Improvements

Hogan Road Improvements

Regional Center/MHCC/OSTP Transit Link

State Arterials

Sandy Boulevard

Powell Boulevard

PLEASANT VALLEY

Discussion Draft for Public Review: Hybrid Concept Plan Alternative - March 6, 2002



The Pleasant Valley Concept Plan is a long-range vision for the City of Gresham. It is a hybrid concept plan that combines elements of a comprehensive plan, a general plan, and a master plan. The plan is intended to guide the city's growth and development over the next 20 years.

- LEGEND**
- STREAM BEDROCK (shaded regions and stream)
 - COUNTY BOUNDARY
 - DETACHED RESIDENTIAL
 - ATTACHED RESIDENTIAL
 - TOWN CENTER
 - MIXED-USE NEIGHBORHOOD CENTER
 - MIXED-USE EMPLOYMENT
 - EMPLOYMENT
 - ELEMENTARY SCHOOL
 - MIDDLE SCHOOL
 - NEIGHBORHOOD PARK
 - PARK BLOCK
 - COMMUNITY PARK
 - METRO OPEN SPACE
 - BIODIVERSITYALLY SENSITIVE RESTORATION AREA
 - NEIGHBORHOOD TRANSITION DRUG AREA
 - PLEASANT VALLEY ELEMENTARY SCHOOL
 - PLAZA
 - 75 foot GAS PIPELINE
 - 800 foot GAS PIPELINE (75 foot corridor)
 - MAJOR ARTERIAL (SR 101 - 110)
 - MINOR ARTERIAL (SR 101 - 100)
 - COLLECTOR (SR 101 - 100)
 - NEIGHBORHOOD CONNECTOR (SR 101 - 100)
 - EXISTING RIGHTS-OF-WAY (shown as Study Area only)
 - POTENTIAL LONG-TERM ARTERIAL CONNECTION
 - REGIONAL TRAIL

This map is a conceptual plan and is not intended to be used for legal purposes. It is intended to provide a vision for the future of the city and to guide the city's growth and development over the next 20 years.

Scale: 1" = 1/4"

CITY OF PORTLAND

CITY OF GRESHAM

UNINCORPORATED CLACKAMAS COUNTY

Foster Rd

McKinley Rd

Giese Rd

Butler Rd

Richey Rd

Rodman Rd

Clatsop St

Cheldelin Rd

Sager Rd

Foster Rd

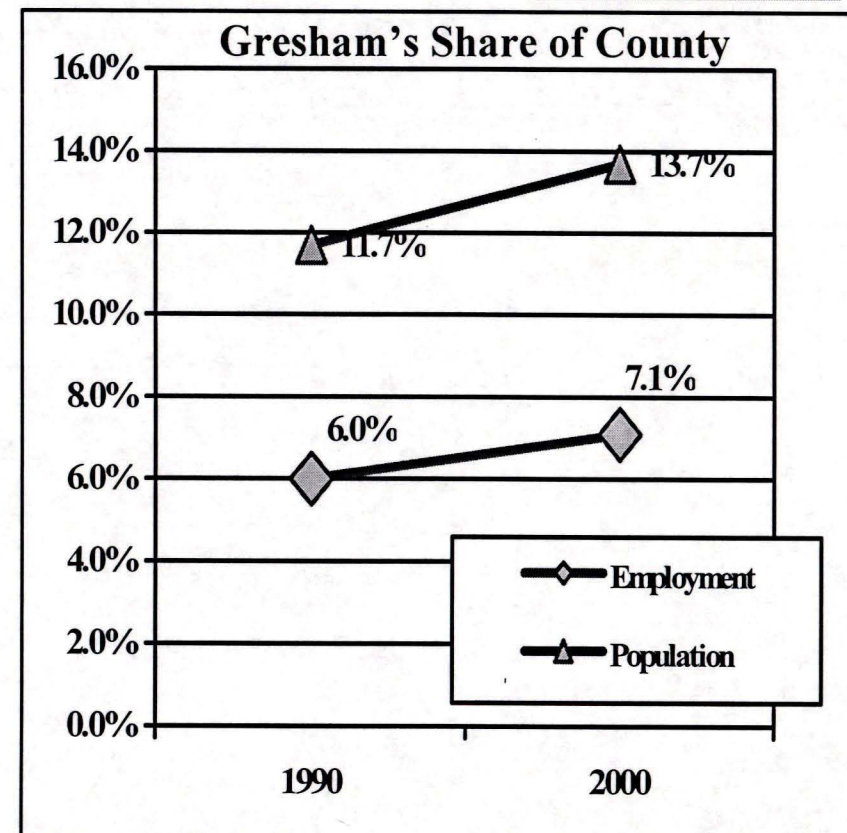
162nd Ave

172nd Ave

190th Ave

Employment

- ◆ The ratio of jobs to population in Gresham and Multnomah County has been stagnant in the past 10 years.
- ◆ In 1990, Gresham had 6% of Multnomah County jobs and 12% of its population.
- ◆ In 2000, Gresham had 7% of Multnomah County jobs and 14% of its population.



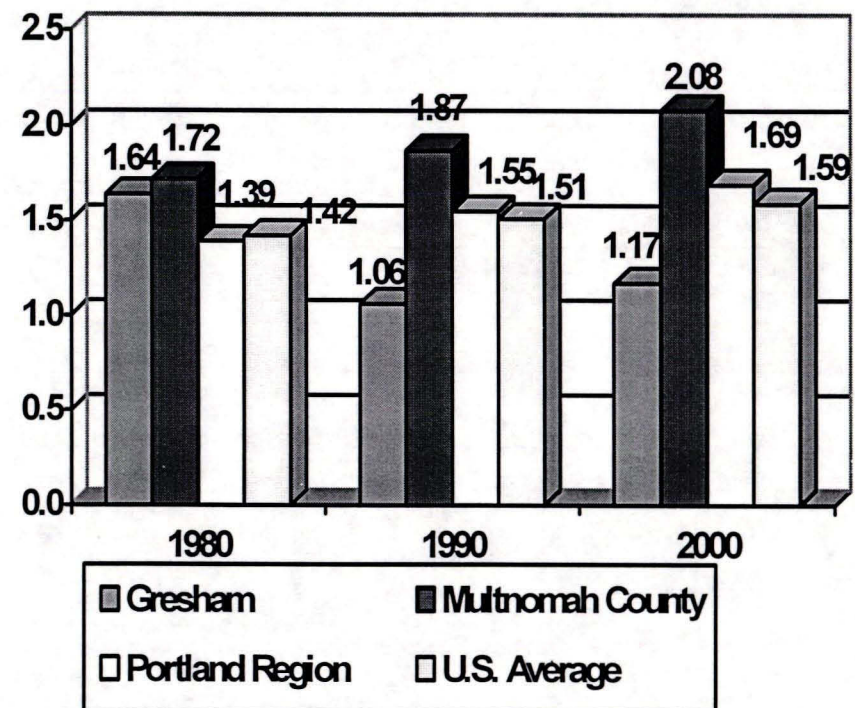
Commute Trip Length

- ◆ Relative to other cities, fewer of Gresham's residents work close to home.
- ◆ Almost 40% of the City's workforce travels more than 10 miles to work.
- ◆ The average work trip is 7.7 miles for Gresham residents, exceeded only by Tualatin.

Regional Center (Place of Residence)	10 Miles (+) (% of Work Force)	Work Trip (Average)
Gresham	37.7%	7.7 miles
Portland CBD	4.5%	3.2 miles
Tualatin	41.0%	8.4 miles
Washington Square	9.6%	5.8 miles
Clackamas TC	8.6%	5.4 miles
Beaverton	8.2%	5.4 miles
Hillsboro	28.3%	7.1 miles

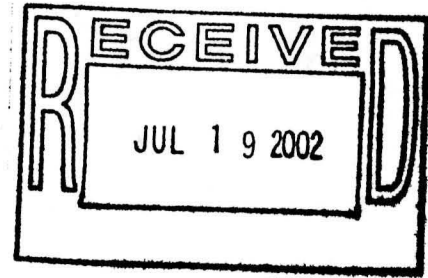
Jobs / Households (Ratio)

- ◆ Gresham's 2000 jobs/households ratio is 1.17 to 1 compared to a regional average of 1.7. Multnomah County's ratio is 2.08.
- ◆ Draft 2002 *Industrial/Employment Policies* call for building the area's jobs balance up to the regional level (1.69 j/hh).



July 16, 2002

Presiding Officer, Carl Hosticka
Deputy Presiding Officer, Susan McClain
Councilor, Rod Park
Councilor, Bill Atherton
Councilor, Rex Burkholder
Councilor, Rod Monroe
Councilor, David Bragdon



Dear Metro Council:

It appears lately every time I pick up the Oregonian it requires me to address the Metro Council to at least state part of the other side of the story. The latest is "Lake Oswego Works to Foil Stafford Area Development"; Mayor Hammerstead is seeking an agreement with Clackamas County to bar and/or ban any services to any development in this unincorporated area south of Lake Oswego. Lake Oswego for at least the last six years has been trying to keep property values in our area depressed basically through the suppression of the Urban Growth Boundary inclusion or other type rules/policies. This we believe is so they can continue to buy up property in our area. The current count is 119 plus acres and they are surveying their citizens to purchase more. Now, Lake Oswego is asking Clackamas County to be in collusion with them to keep prices depressed so City/County governments, to include Metro, may be able to purchase these properties at a much-reduced price. You'd think there would be something illegal about this process, but that discussion is probably for a later date and time.

I'd also like to state for the record that Ms. Hammerstead, currently the Mayor of Lake Oswego, when she was a Clackamas County Commissioner, stated publicly at a Metro meeting and quoted in the Oregonian that it would be "over her dead body when the upper Stafford area goes into the Urban Growth Boundary". Now again as a public servant, she in my opinion is not keeping a very open mind for the betterment of all citizens of the region. You'd also think with her bias that she should recuse herself from any participation regarding the expansion or non-expansion of the North Stafford area to include her influential impact/participation in MPAC and other Metro planning type committees.

The members of our property owners association are no "Johnny Come Lately's" for we have owned our properties for an average of 20 years, the oldest being 60+ years. Our properties were downzoned from 2 acre zoning to EFU Farmland, thereby creating the problem we have today, us not being able to do "anything" with our properties but look at it and pay taxes on it. We as an Association of ownership of these properties do not ourselves want the high densities. We were required to do this for Metro planning purposes and as you know our Association spent over \$200,000 planning this area, "Area 39" (your new map) to meet Metro's goals and policies. A copy of our plan and study is a matter of record. These plans in the past have shown that the costs were one of the

lowest of the study groups and all services readily available. We therefore perceive that we should again score well in Metro's overall cost of services study. Again the transportation infrastructure, that being Rosemont Road, Stafford Road and the major overpass at I-205 has in place the basic foundation for a good transportation system that can be continually enhanced with growth over the years.

You'd think there would be some way for the landowners and the surrounding cities to come to some sort of agreement. As we stated, we do not want high density, 2-acre zoning would be preferable to us, so maybe Metro can help mitigate this situation. I read in the MPAC minutes that members believe Metro is lowering density for the Pleasant Valley area. I wish it were so, but I think it's still 10 units per net acre, which is very high for a Metro standard, especially when we the citizens are fighting the high density (cramming us together) policies. Anyway, they mention 3.5 units per gross acre, which they feel is good. I believe this makes density (as the public sees/calls it) worse. "Dwelling units per gross acre" is a meaningless factor, other than to confuse the public. I believe the lower the gross acre number (2.0 vs. 3.5) increases the density (cramming) of the buildable acres in a designated area. We are asking Metro for a modification of its policy and goals. Maybe Metro could consider a "Hamlet type zoning", or a "Metro Test Urban zoning" for our area that would be in the realm of 2 acres per housing unit or maybe no more than 2 units per net acre. I feel this would go a long way in mollifying the city of Lake Oswego and also would let them use the park land they bought for "parks for their citizens"!

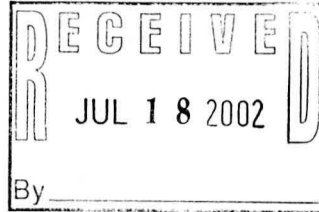
We the owners and residents of this area ask for your continued support and place our area back into the Urban Growth Boundary from whence it came.



Charles Hoff, President
Rosemont Property Owner's Association
21557 SW 91st
Tualatin OR 97062

cc: Michael Jordan, Clackamas County Commissioner

July 16, 2002



Mike Burton
Executive Director
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Burton:

In response to your meeting request dated May 10, 2002, our City Council met with Metro representatives on July 9, 2002, to discuss the Urban Growth Boundary (UGB) periodic review process.

Since you requested our feedback on the UGB process, I would like to formally submit our Council's comments to you based on our discussion with Councilor Bragdon and Council President Hosticka during the July 9th meeting with the Tigard City Council. I have summarized the key points below:

- **Planning Authority**

The City would most likely ultimately have the planning authority for Tier 1 areas 63 and 64, but the City would like to see a requirement that areas must annex before development occurs.

- **Need for Commercial/Industrial to Balance Residential Areas**

The City would like for Metro to formally acknowledge that areas identified as residential also will need to provide for commercial and industrial sites to provide service or employment to the residents. The number and location of these sites would be determined through the local planning process.

- **No New Regulations for Centers**

The City does not want new regulations to be imposed on centers, since opening up a new public hearing process before the centers have time to evolve would be detrimental to the regional center concept. The City of Tigard recently adopted the Washington Square Regional Center Plan and standards after a lengthy planning process, and would like to see how subsequent growth progresses before having to make major amendments.

- **Metro Support for Parks SDCs**

The City would like Metro to support parks system development charges and to consider establishing mechanisms to help local park providers collect SDCs in expansion areas during the period between inclusion in the UGB and annexation. This will allow local jurisdictions to land bank when prices are lower and to adequately plan for future parks.

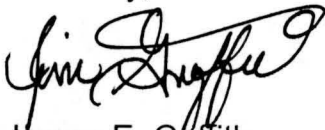
- **Designate More Large-Lot Industrial Sites**

There is a deficiency of large-lot industrial areas in the region, particularly in Washington County, and sites need to be identified for this use in Metro's regional study area.

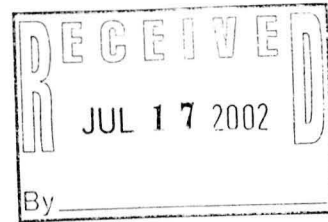
As the Bull Mountain area will likely become part of the City of Tigard in the future, providing adequate parks is a concern. We would ask that Metro allocate acreage for parks-deficient Bull Mountain in the adjacent expansion areas, and to allow for park acreage in the expansion areas when projecting future densities.

We thank you for the opportunity to comment on these important issues. Please let me know if you have any questions or need more information.

Sincerely,



James E. Griffith
Mayor



July 16, 2002

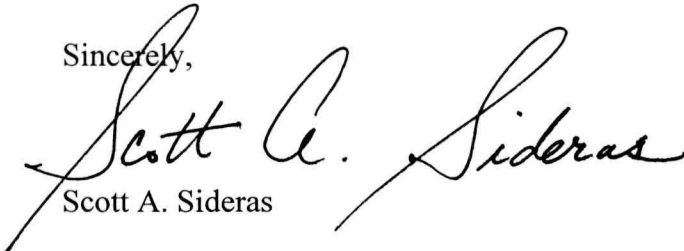
Metro Council
Attn: Mike Burton, Executive Director
600 NE Grand Ave.
Portland, OR 97232

Dear Metro Council,

With respect to the inclusion of tract AASA#65 in the Urban Growth Boundaries, my family and I are extremely opposed to this change. We ask that you not include this area in the Urban Growth or Urban Reserve Boundaries.

We appreciate your consideration on this matter.

Sincerely,


Scott A. Sideras

July 17, 2001

Metro Growth Mgmt.

JUL 17 2002

**Mike Burton, Executive Officer,
Metro
600 NE Grand Ave.
Portland, OR 97232**

Dear Mr. Burton:

I would like my property to be included in the Urban Growth boundary and here are some of the reasons:

1. Springville Road has no posted speed limit signs, is a shortcut to Northwest Portland, Vancouver and the Hi Tech area in Hillsboro. Cars , trucks & semi's go 60-70 miles mph in front of our house, we have trouble getting out of our driveway the kids can't play by the road any more.

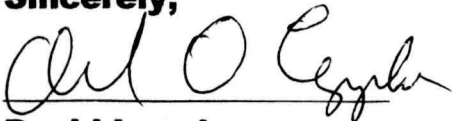
2. We are on a well, a shallow well. On Skyline Blvd. which is up the hill about 1 mile, the city of Portland is building using septic tanks. Sooner or later our well will become contaminated from what runs down hill.

3. In tier 91 there is only about two true farmers, the rest are hobby farmers and I don't believe there is a proper use of the land there when I can look off my front porch and see houses being built on 31x90ft lots.

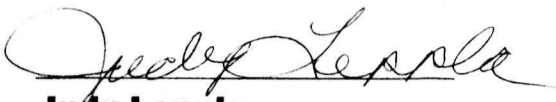
4. The deer and elk if they go down the street 1000ft the West Oregon Nursery shoots them, but I am zoned wild life.

5. 30 years ago when we moved out here this was a pristine area. Now there is so much noise and traffic and lights from the housing developments this is no longer in the country.

Sincerely,

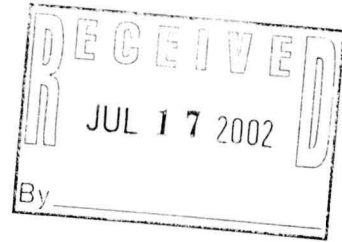


David Leppla



Judy Leppla

**13839 NW Springville Rd.
Portland, OR 97229
503-292-3843**



*Metro Council
Mike Burton ,Executive Director
600 NE Grand Avenue
Portland, Oregon 97232*

Mr. Burton,

My name is Zach Thomashow and I am 10 years old. I have lived in Murrayhill since I have been 2 years old. My parents told me that some people want to take the woods away. I do not want the deer to be forced to leave my back yard. I feel very lucky that I can live so close to nature. We have plenty of houses here for people. We need more spaces for deers, snakes, raccoons, birds and mice.

Tell the other people on your Council to vote NO on including AASA # 65 in the Urban Reserve. Please write me back and tell me when you and your Council have voted No on this.

*Thank you,
Zach*

*Zach R. Thomashow
10285 SW Egret Place
Beverton, Oregon 97007*

July 19, 2002



Mr. Mike Burton
Executive Officer
Metro Council
600 NE Grand Ave.
Portland, Oregon 97232

Dear Mr. Burton,

We have received the Metro Facts 2002 Urban Growth Boundary decision-making process flyer. We are located at 675 Rosemont Road in Clackamas County with the tax account number of 00359187. We would like our 5-acre property to be included in the Urban Growth Boundary. We frankly do not know why our corner of Clackamas county has not been included in the boundary before this review and think now is the time to have it included.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steven P. & Luann C. Buffam". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Steven P & Luann C. Buffam
675 Rosemont Rd.
West Linn, OR 97068
Ph. 503-636-8063
E-mail SPB@SHIPTLR.COM

Cc: Carl Hosticka – via e-mail
Susan McLain – via e-mail
Bill Atherton – via e-mail

CITY OF GRESHAM
COMMUNITY & ECONOMIC DEVELOPMENT
DEPARTMENT

FACSIMILE TRANSMITTAL SHEET

TO: Ron Park Chair, Community Planning Cmte. Metro	FROM: Richard Ross Community Planning Manager City of Gresham
COMPANY:	DATE: 7/19/2002
FAX NUMBER:	TOTAL NO. OF PAGES INCLUDING COVER: 4
PHONE NUMBER:	SENDER'S PHONE NUMBER: (503) 618-2378
RE: UGB	SENDER'S FAX NUMBER: (503) 618-3301

☐ URGENT ☒ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

Rod:

Attached please find:

- o Letter from Mayor Becker, City of Gresham, to Mike Burton regarding Gresham's UGB concerns.
- o East Metro white paper on UGB.

Please call me if you wish to discuss either of these items.

**City of Gresham****Mayor Charles J. Becker**

1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3813
(503) 618-2306
Fax (503) 665-7692

July 16, 2002

Mike Burton, Executive Officer
METRO Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Mike:

RE: Local and Regional Need for Industrial Lands (U.S. Highway 26, South of Gresham)

Gresham has been a key and willing partner in the development of the Portland Metropolitan Region. For example, the City has provided vitally needed regional housing opportunities by accommodating many thousands of residential units in the past two decades. Gresham willingly accepted the Pleasant Valley Urban Growth Boundary (UGB) expansion and also changed its Comprehensive plan and zoning regulations to implement the 2040 Urban Growth Concept. Furthermore, in the late 1980's Gresham annexed and provided sewer and other urban services to a large portion of unincorporated residential lands in East Multnomah County.

All of these actions have resulted in an imbalance of jobs to households in Gresham. I am sure you know that Gresham has one of the lowest jobs to household ratios in the region at 1.18 jobs per household. What makes this situation worse, is that Gresham's workforce has the highest average commute distance of any other Metro jurisdiction except Tualatin. The bottom line is that Gresham needs land for family-wage jobs, rather than additional housing, to become a more balanced and economically sustainable community.

Together Metro and Gresham have an opportunity to address these fundamental land use and economic issues in the upcoming expansion of the Portland Metropolitan Urban Growth Boundary. My staff has worked closely with Metro to delineate approximately 1,000 acres of potential industrial lands on both sides of U.S. Highway 26 south of the City as suitable for including in the UGB. Most of the Metro Councilors are familiar with these lands since they had an opportunity to tour the area in May 2002.

This opportunity may be unique in the region, because Gresham can quickly provide urban services to support industrial development. However sufficient land on both sides of Highway 26 must be included to make the provision of urban services viable.

I am asking Metro to seriously evaluate the suitability of all these potential prime industrial lands for inclusion into the UGB. Gresham remains committed to the principle of a livable and economically viable urban region. We will continue to work with Metro and its other regional partners to achieve these goals.

Yours truly,

Charles J. Becker
Mayor

CJB:rb/

www.beckerburton.org

East Metro Economy and the Urban Growth Boundary - 2002

JOB GROWTH FOR A BALANCED COMMUNITY

Gresham anchors the East Metro area economy. The area enjoys advantages for high tech, tourism, machinery, aerospace, health and graphic communications, and creative services. The Gresham area possesses a diverse job base for sustained economic development. The 2000 Mayor's Economic Development Action Plan charts a future based on "smart growth, smart kids, and smart industries."

- Despite local job growth, *the area suffers one of the region's lowest jobs to household ratios* (1.17 jobs per household) and one of Oregon's longest commutes. In turn, this lagging job base limits the area's ability to support needed services and economic opportunities for its diverse populace.
- Gresham's draft 2002 Industrial/Employment Policies call for *building the area's jobs balance up to the regional level* (now 1.69 Jobs/HH). This will require sustained, increased local job growth for the next two decades to overcome bedroom community patterns.
- Gresham's available industrial land supply is highly limited by mining, environmental, land banking, and access constraints. Only 166 ready-to-build acres are available today, most in small parcels.

TO MEET OUR 20-YEAR GOAL OF JOBS/HOUSEHOLD BALANCE [PRELIMINARY ESTIMATE]:

- Gresham needs at least 1,500 acres of buildable industrial lands.
- About 500-600 acres of this need may be met on existing industrial lands by removing constraints.
- In addition, at least 900-1,000 acres of buildable new industrial lands will be needed.

GRESHAM SERVICES AND UGB EXPANSION AREAS

In 2002, Metro will likely add 5,700 acres of future industrial lands to the UGB.

Gresham provides a full range of urban services. In the 1980s the City extended timely services to a large mid-County area. Gresham and its regional partners just completed the Pleasant Valley Concept Plan, for the region's largest recent UGB expansion. Next, Gresham will lead the Implementation Project to confirm facilities and policies for urbanization. Gresham is prepared to serve most of Pleasant Valley.

Should Metro adopt a 2002 Industrial UGB Expansion Area along US 26, Gresham can readily serve this area. In cooperation with landowners and future users, the City can quickly develop needed facility extensions. Mt. Hood Highway (26) provides excellent access. Updates of the Wastewater Treatment Plant and Johnson Creek Master Plans will include portions of the upper Johnson Creek sub-basin. Existing water facility plans already include this sub-basin. The City can also serve adjacent new residential lands in this UGB expansion along Hogan Road in Multnomah County.

STRONG PLANS AND SMART POLICIES SUPPORT ECONOMIC VITALITY

Gresham's 2002 Strategic Plan puts high priority on Economic Development. The Plan supports near-term actions for: *adequate industrial land supply; Rockwood/West Gresham revitalization; educational priorities of the Mayor's Action Plan; incentives for targeted industries, mixed use, and redevelopment; jobs/housing balance; full transportation choices.* The Strategic Plan will be integrated with a Long-Range Financial Plan now being developed.

Gresham's draft Industrial/Employment Policies require land use changes supporting: *ready-to-build employment lands, a diverse economic base on par with the region, and sectors that hold the most promise for family wage job growth.* Revised land use districts that support flexibility of uses will follow this year.

Gresham has long protected its industrial areas from non-supportive commercial uses and non-industrial uses such as churches and schools. The City just adopted Metro Functional Plan limits on big-box retail within industrial areas.

INITIATIVES FOR ECONOMIC VITALITY

East Metro's private and public sectors are joined in many initiatives to support economic vitality.

East Metro Economic Alliance: Leads public/private efforts for jobs development, workforce development and education, infrastructure, and quality of life.

Rockwood/West Gresham Urban Renewal Plan (02-03): Provides new tools to revitalize the Rockwood Town Center and attract new industry for Gresham.

Oregon Science and Technology Park, Mt. Hood Community College University Center, and the Center for Advanced Learning (02-03): These combined efforts link education and research at higher levels into practical applications critical to the state's and the region's economy. OSTP will be a vibrant generator of new family-wage, knowledge-based jobs for the region.

Gresham Transportation System Plan (02): 20-year plan for complete transportation system, backed by near-term finance actions for improvements to support jobs lands.

East Metro Transportation Corridor Study, with Clackamas County (02-03): Will identify opportunities to link existing and new North/South employment centers, education centers, and communities, with funding strategies to enhance desired economic development.

The Rapid Response Team: Works with inquiring industries and local brokers to identify and address regulatory issues up front, finding solutions that help clients move or expand on time and economically.

The Location Connection Program: Links businesses needing available land or space, in a fair and equitable manner, with realtors, landowners, and developers within the East Metro area.

Gresham Area Manufacturers Assistance Program: Helps manufacturers, local governments, and other business groups to exchange information and address issues related to local industry.

Rockwood Business Assistance Program: Fosters vitality within the Rockwood business community by helping retain existing and grow new industries and business.

CONNECTING LAND USE, ECONOMIC DEVELOPMENT, TRANSPORTATION, AND EDUCATION

Gresham is actively preparing for the future with plans and services that fit the knowledge-based economic opportunities and realities of a new century. Collaborative public/private partnerships characterize the Gresham area. East Metro's multi-pronged land use, economic, transportation, and educational initiatives will be a tremendous boon in job creation and workforce development! The positive impacts are both immediate and long-term. Gresham is ready to welcome new industries and residents, with an eye to building a sustainable mix of jobs and households.

NEXT STEPS BY METRO (URBAN GROWTH BOUNDARY 2002):

August 1: Executive Officer's Recommendation on UGB Changes
Sept.-Oct.: Metro Hearings
December: Metro Council Decision

11195 N.E. Hwy 240
Yamhill, OR 97148

July 19, 2002

Mike Burton, Executive Officer
Metro Council
600 NE Grand Ave.
Portland, OR 97232



Re: Urban Growth Boundary expansion,

Dear Sir:

As property owners of a piece of land being considered for inclusion inside the UGB, namely #63, we would like to go on record as being in favor of this inclusion.

We are owners of 10 A + part owners of another 20 A (along with my brother and wife, Boyd + Mary Bishop) in this section. All the adjacent land which is not already in the UGB has already been divided into 5 and 10 A plots with large single residence homes already built on each plot — so none of it can be considered to be productive farm land any longer. Our 30 A is being used as pasture only at the present time. It never was prime farm land, as it is too hilly, being on the western slope of Bull Mt.

The UGB presently ends at our N. property line and is fully residentially developed beyond that. Also, the E. side of 155th Ave., our E. line, is in the UGB and also residentially developed along its entirety — which means that sewer and water lines are already in place. In fact, the farm house on our property is already connected to the sewer system.

We have talked with Mr. Alfred Balotis, one of the neighbors in area #63 who is also very anxious to have his property included inside the UGB, and he tells us he has had communication with you regarding this — so please count us, also, as desiring to see area #63 become a part of the UGB expansion at the end of the year when Metro makes its current 5-year decision.

(over)

When we look at the map, it looks like you could
use all the land that's "legally" available on the West side —
we hope you see it that way, too!

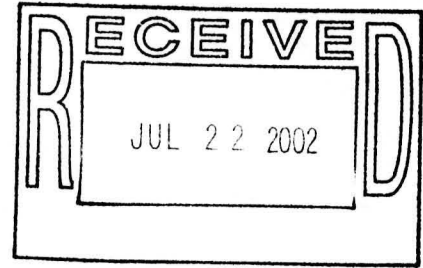
Sincerely,

Osage Dickson

Kenneth R. Dickson

(503-662-4527)

July 19, 2002



Henry J Stukey
Representative
Tonquin Industrial Group
PO Box 3616
Portland, OR 97208

Dear Mr. Park,

I am in support of the UGB expanding. I want to draw attention to Tonquin Industrial Group (TIG), in regards to this expansion and Mr. Burton's upcoming recommendation. My own parcel layout is included.

TIG is in tier 1. It is in district 3 and occupies areas 47 and 49.

I think the inclusion of TIG would be beneficial because:

1. TIG meets Metro's three criteria. 1) It can be efficiently developed. 2) There is minimal impact on the environment. 3) It is incapable of being used for agriculture.
2. We are in a recession and Portland needs job land. TIG could provide jobs for residents of Tualatin, Sherwood, Wilsonville and Stafford.
3. It is underdeveloped and unfit for residential development due to the Coffee Creek Correctional Facility.
4. It has proximity to I-5.
5. It has proximity to Wilsonville and its services. These services were extended to the Correctional Facility and therefore will allow services to be extended to TIG in an efficient manor.
6. TIG is served by rail.

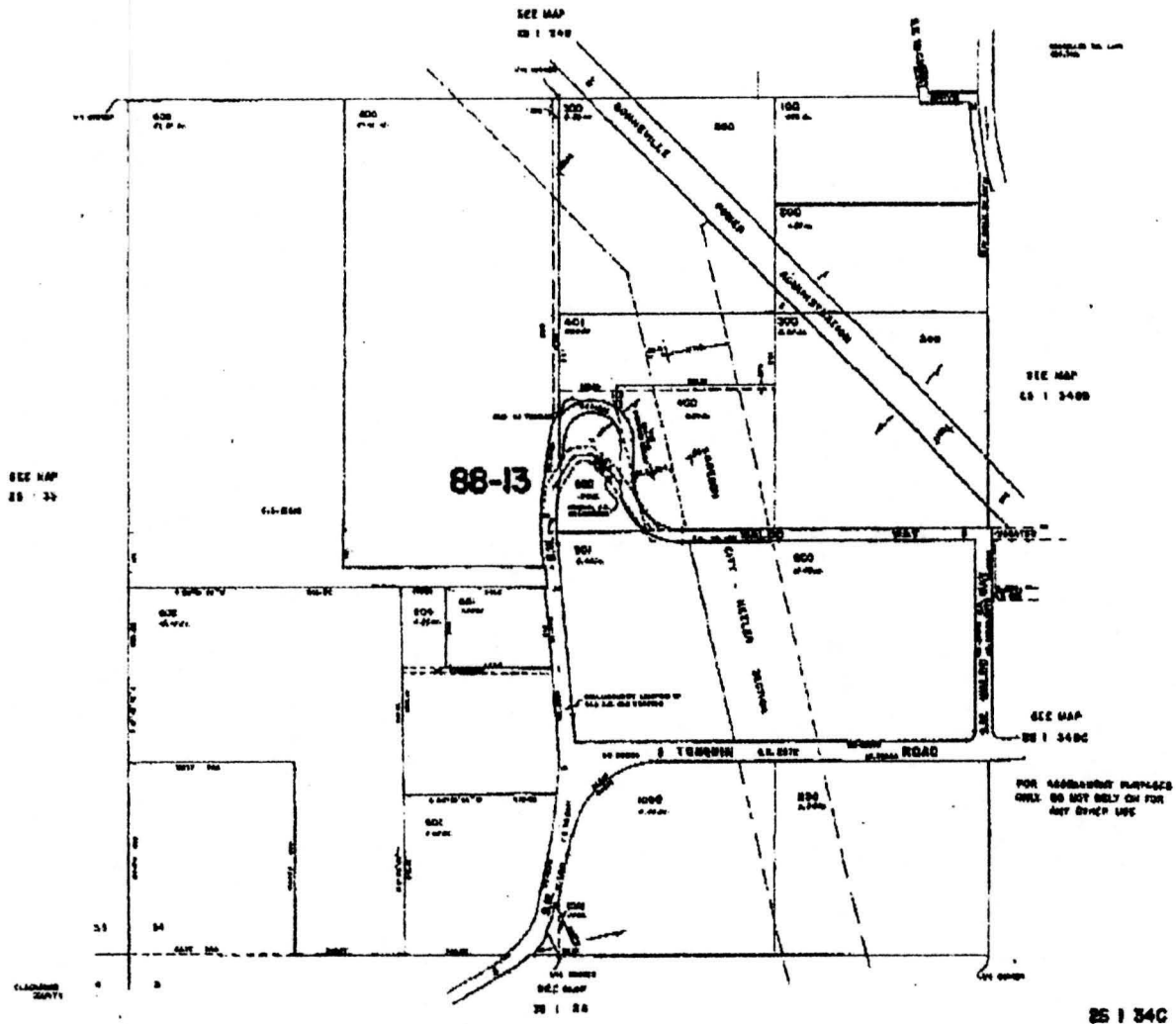
I would like to see TIG included into the UGB.

Sincerely,

Henry J Stukey

TAX LOT # 25134C0 00900 SW1/4 SECTION 34 T2S R1W W.M.
WASHINGTON COUNTY OREGON
SCALE 1"=100'

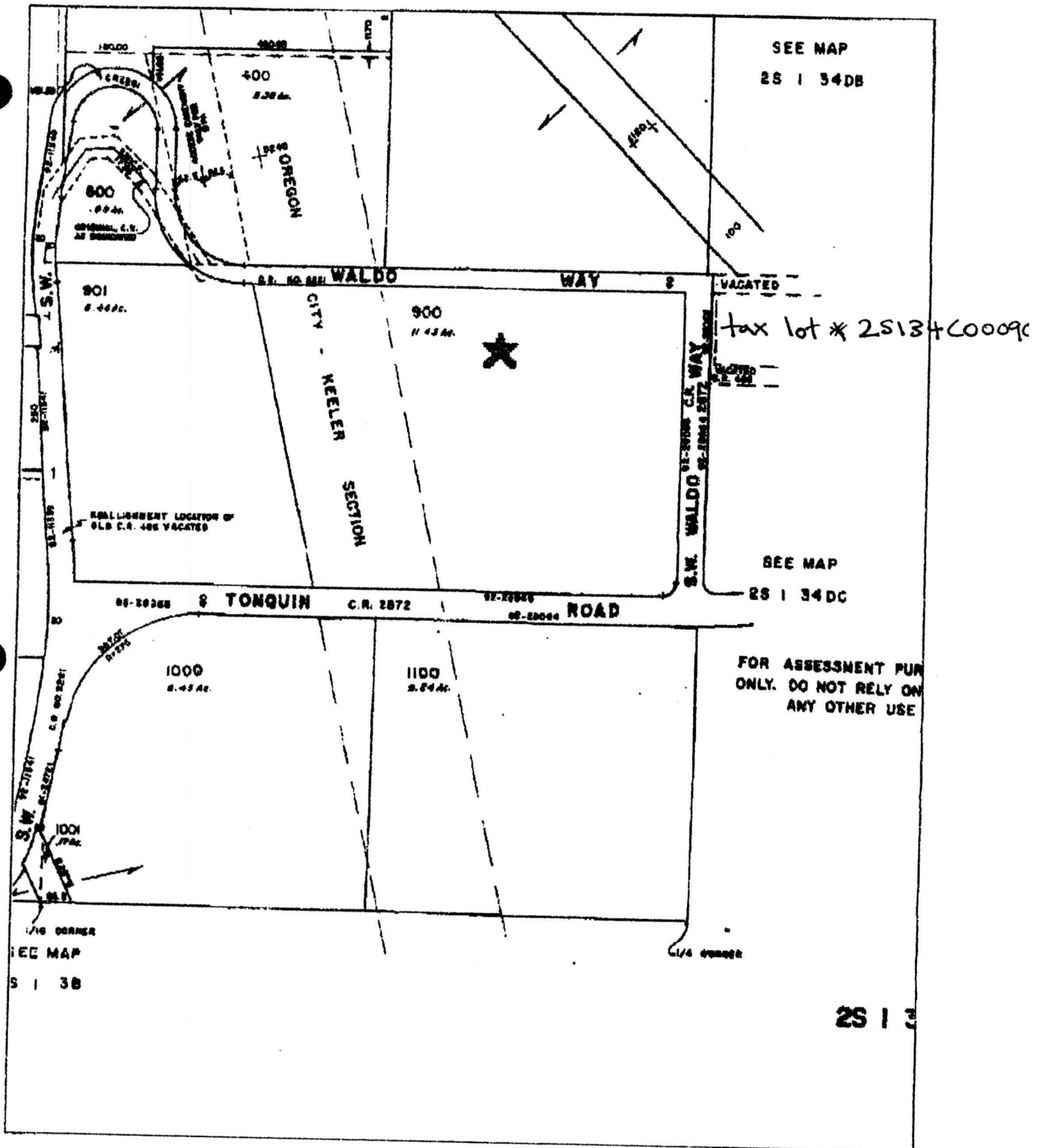
25 1 34C



THIS MAP IS PROVIDED AS A COURTESY OF OREGON TITLE INSURANCE COMPANY

This map is made solely for the purpose of assisting in locating said premises, and the Company assumes no liability for variations, if any, in dimensions, areas, and locations ascertained by actual survey.





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July 19, 2002

Mr. Mike Burton
Metro-Executive Director
600 NE Grand Avenue
Portland, OR 97232



Dear Mr. Burton:

The purpose of this communication is to provide specific feedback regarding my property, which is included within Metro's urban growth boundary (UGB) study area.

First off, let me thank you, as Executive Director, and the Metro staff for a well-done public hearing presented in Oregon City on June 25th. It was timely and informative as to the need to expand the UGB and the decision making process that will take place before a final decision is made in December 2002.

My property is located in Metro's study area #23, exception land contiguous to the UGB. My address is 14720 S. Forsythe Road in Oregon City. I am in Township 2S Range 2E Section 21 and am located on the corner of Forsythe and Gerkman roads. I am 1/8 mile from the present UGB line. I have approximately 4 ³/₄ acres of flat farmland with few trees, which is being used mainly for hay for my horses. I am not a farmer or a forester in the true sense of the word because I am not growing any crops, trees or nursery stock.

Being on the corner of Forsythe and Gerkman, my property faces road on three sides. I have easy access to any transportation needs and am approximately 1 ¹/₂ miles to I-205 at the Park Place exit. I am on a septic tank although city sewer would be an easy installation. As a matter of fact it has been discussed already. I have city water through the Clackamas River Water supply system. Other than a shallow ditch along a private road, for rainwater run-off, there is no resource protection or environmental matters to be concerned with.

Presently, there is development all around my property; particularly the subdivisions and the planned subdivisions off Holcomb road. I feel that my property would be appropriate for growth, either residential or industrial, and should be included within the acreage approved for the new Urban Growth Boundary.

By way of this letter, I am asking that my property be included within the new UGB for lands needed for new housing and new jobs.

Thank you for your consideration of this matter.

Sincerely,

E. D. Kulawiak
Edward D. Kulawiak

Tel # 503-655-1116

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

I am a resident and property owner in the Springville Road area of Multnomah County, identified as #90 and 91 of your special study area, designated as Tier 1 Exception Land Contiguous to Urban Growth Boundary.

I want you to know that I want my home and area to remain outside the urban growth boundary. Here are a few reasons why:

1. **Home to exceptional wildlife meadow and forest habitat buffering Forest Park Preserve.** Our properties form a wildlife corridor to the Coast Range and Forest Park. There are overwintering elk, deer, Canadian geese, ducks, over 40 species of birds, and over 70 kinds of native trees, shrubs, and wildflowers found here.
2. **To support existing second-generation farms and organic farm subscription businesses located here.** These small parcels include current farm use for sheep, llamas, horses, cattle, and goats. The current parcel sizes allow for these uses.
3. **To maintain watersheds.**
4. **To protect rural livelihoods and lifestyles.**
5. **To preserve Portland history.** Springville Road was the overland transportation route between valley crops and the river before 1900.
6. **Most importantly, to protect one of the last pristine areas of Multnomah County and the City of Portland.**

The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

TOM + MARCIA HAMANN

Name

13340 NW. SPRINGVILLE LN

PORTLAND, OR 97229

Address

503 282 0410

Mike Burton
Executive Officer
Metro
600 NE Havel Ave
Portland, Or 97323

July 14, 2002

Mr. Burton:

We are residents of the Springfield Road area, in
area of under consideration to be added to the UGB.
We wish our home and Areas 90 and 91 to
remain outside the urban growth boundary.

We are part of a land use pattern that has
been established for over 50 years. Including
this area within the UGB would have
serious adverse social consequences for
those of us who have lived here with
this area existing as a natural/open space/
agricultural area. We ourselves have
lived here 28 years. Many of our

neighbors have lived here longer, some over 50 years! This is a remarkably stable area with a wide range of economic diversity among the residents. All live in the area for its natural qualities and diverse parcel sizes.

We are using the land as intended. We ourselves have llamas, chickens, and gardens on our land. Our neighbors have cattle, horses, goats, sheep, llamas, and raise a variety of farm and garden products. A subscription organic vegetable farm is adjacent to us.

An area is identified as Savvy Critical wildlife habitat. It serves as a wildlife corridor connecting Forest Park and other open spaces. We have identified over 100 species of native plants, 45 species of birds, over a ~~do~~ dozen mammals, and a variety of other species (See letter and a list from Natasha Kern). Without our area the corridor and connections would be lost.

Areas 90 and 91 exist as a Natural Area and as open space as identified in Goal 5. Preserving it and continuing its present use conserves and enhances natural and scenic resources, protects air, streams, and wildlife, and enhances the value to the public by abutting other adjacent open space. We are an established buffer, or transitional area, of open space adjacent to the UGB.

Politically, we are in an "island or pocket" of Multnomah County. As an urban area we would be isolated from other urban areas of Multnomah County. There is no adjoining city government to annex this area. This reinforces and supports our request to stay as an open space/agricultural area.

Schools in this area would be inadequate for urban growth, requiring new schools if this were to be an urban area. Currently, funding for new schools is unavailable.

In summary, we do not want to be included in the UGB. Remaining as we are protects the environmental quality of our area - its open spaces, agriculture, and wildlife - and protects the social structure that has established itself over 50 years. Do not include Areas 90 and 91 in the UGB.

Frank W. Hansen

FRANK W. HANSEN

13340 NW SPANVILLE W.

PORTLAND, OR 97229

503 292 0410

MICHAEL

MICHAEL E. HANSEN

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

I am a resident and property owner in the Springville Road area of Multnomah County, identified as #90 and 91 of your special study area, designated as Tier 1 Exception Land Contiguous to Urban Growth Boundary.

I want you to know that I want my home and area to remain outside the urban growth boundary. Here are a few reasons why:

1. **Home to exceptional wildlife meadow and forest habitat buffering Forest Park Preserve.** Our properties form a wildlife corridor to the Coast Range and Forest Park. There are overwintering elk, deer, Canadian geese, ducks, over 40 species of birds, and over 70 kinds of native trees, shrubs, and wildflowers found here.
2. **To support existing second-generation farms and organic farm subscription businesses located here.** These small parcels include current farm use for sheep, llamas, horses, cattle, and goats. The current parcel sizes allow for these uses.
3. **To maintain watersheds.**
4. **To protect rural livelihoods and lifestyles.**
5. **To preserve Portland history.** Springville Road was the overland transportation route between valley crops and the river before 1900.
6. **Most importantly, to protect one of the last pristine areas of Multnomah County and the City of Portland.**

The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Mary Ellen Selford

Name

13508 NW

Address

SPRINGVILLE RD

PORTLAND, OR 97229

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Mary Ellen Robedeau
Name

13525 NW Springville Ln.

Portland 97229
Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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Our properties form a wildlife corridor to the Coast Range and Forest Park. There are overwintering elk, deer, Canadian geese, ducks, over 40 species of birds, and over 70 kinds of native trees, shrubs, and wildflowers found here. *Raccoons, Squirrels, Chipmunks*
2. **To support existing second-generation farms and organic farm subscription businesses located here.** These small parcels include current farm use for sheep, llamas, horses, cattle, and goats. The current parcel sizes allow for these uses.
X-mas trees, hay fields, flower + produce stands
3. **To maintain watersheds.**
4. **To protect rural livelihoods and lifestyles.**
Fresh Eggs; Flowers, produce, U-Cut Xmas trees
5. **To preserve Portland history.** Springville Road was the overland transportation route between valley crops and the river before 1900.
6. **Most importantly, to protect one of the last pristine areas of Multnomah County and the City of Portland.**

The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Name

William E. + Jeanne E. Miller (William + Jeanne Miller)

Address

12535 N.W. Springville Rd.

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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1. **Home to exceptional wildlife meadow and forest habitat buffering Forest Park Preserve.** Our properties form a wildlife corridor to the Coast Range and Forest Park. There are over-wintering elk, deer, Canadian geese, ducks, over 40 species of birds, and over 70 kinds of native trees, shrubs, and wildflowers found here.
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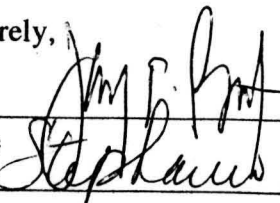
The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Name

Address


Stephen R Butz
13303 NW Springville Rd
Portland, OR 97229

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Name

Ralph Votaw
12321 NW Springville Rd

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Martha Hyde

Name

13150 NW Springville Rd.

Portland Or 97229-1610

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Winfred L. Miller
Name
13560 N.W. Springville Road
Portland, Or. 97229-1613
Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Louie Beovich

Name

11525 NW Springville Rd

Portland Ore 97229

Address

Louie Beovich
Evanka Beovich Owner

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Rose Marie Bush

Name

13341 NW Springville Lane

Address

Portland, OR 97229

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Mr. & Mrs. Edmund F. Vilhauer
Name
13539 N. West Springville Rd.
Portland Oregon 97229
Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Michael & Dianne Carr
Name
13145 NW Springville Road
Portland, OR 97229
Address (503) 292-8653

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,



Name

13512 NW Springville Ln

Portland, OR 97229

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

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We request your attention and thank you for your support.

Sincerely,

Mary Agnes Hendon
Name

12751 NW Springville Rd
Portland Ore 97229
Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

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We request your attention and thank you for your support.

Sincerely,

Lee Henderson

Name

12821 NW Springville Rd

Portland OR 97229

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

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We request your attention and thank you for your support.

Sincerely,

Milly Skach

Name

Milly Skach / William R. Skach

Address

13640 NW Springville Lane

Portland, OR 97229

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

*Walter R. Burger Jr.
Vicky Jo Burger*
Walter R. and Vicky Jo Burger

Name

*12421 N.W. Springville Rd.
Portland, Oregon 97229*

Address

503-292-6192

Mike Burton
 Executive Officer
 Metro
 600 NE Grand Ave
 Portland, Or 97223



Mr. Burton:

Attached are three more petitions requesting that Areas 90 and 91 remain outside the Urban Growth Boundary.

These three petitions add to the 17 we submitted on July 15 and the 3 submitted by the Halmouski's, for a total of 23 property owners making this request. We all ask that the UGB remain where it is currently located, and that we remain outside the UGB.

If you have questions you may contact us. We request we be notified of Metro's decision.

TOM & MARCIA HALMOSKI
 13340 NW SPRINGVILLE LN.
 PORTLAND, OR 97229
 503 292 0410

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

EZRA AZHAR & FARHAT AZHAR

Name 12900 NW. SPRINGVILLE Rd.

PORTLAND, OR 97229.

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

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We request your attention and thank you for your support.

Sincerely,

Name

John Lauer
John Lauer

Address

13147 NW Cheerio Drive
Portland, OR 97229

Ron & Mary Beamer
16825 SW Siler Ridge Lane
Beaverton, OR 97007



Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Purpose


The purpose of this letter is to request that Metro exclude the alternative analysis study area (AASA) #65 from inclusion in wither the UGB or an Urban Reserve Area (URA).

We feel this area should be excluded for the following reasons.

1. This area contains the headwaters of Summer Creek, a tributary of Fanno Creek, which is a designated Significant Natural Resource Area.
2. This area is an active wildlife corridor – in our own backyard we have sighted on a frequent basis, raccoon, squirrel, deer, coyotes and numerous birds of prey overhead, and at least 10 types of songbirds some of which we have never seen in Oregon before.
3. There are still farming activities carried out in this area consistent with the urban growth policy of this area to preserve farmland.
4. Conversion to higher density housing tends to destroy the existing forestation of the area. Cooper Mountain contains some uncommon stands of ponderosa pine.
5. This site area also contains steep slopes with highly erodible soils, which could result in further breakdown of the area if there is additional building.
6. There are few lots in this area that are possibly developable or efficiently buildable.

It is our understanding that this area has been considered for inclusion in the UGB previously and has been rejected multiple times for the above reasons and other reasons such as: " Washington County Commissioners considered the site too difficult to serve"; there are problems with road access; it is highly parceled with some existing deed restrictions.

Sincerely,


Mary Beamer
Ron & Mary Beamer

Tax Lot: 15131AD-00500

July 22, 2002

16939 Siler Ridge Lane
Beaverton, OR 97007

Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Metro Growth Mgmt. Metro Growth Mgmt.

JUL 24 2002

|||| 24 2002

Dear Mr. Burton:

On July 6, 2002 we sent you a letter requesting that Metro exclude the Alternative Analysis Study Area (AASA) #65 from inclusion in either the UGB or on Urban Reserve Area (URS). This letter contained lengthy background information, discussion and reasoned justification for the exclusion of AASA #65 from the UGB or an URA. This justification emphasized the need to protect the designated Significant Natural Resource Area, the Summer Creek headwaters, the wildlife and wildlife corridors, natural environment and visual features contained in AASA #65 on Cooper Mountain.

The purpose of this letter is to draw your attention to the attached letter dated June 10, 2002 from Metro Councilors Susan McLain and Carl Hosticka. Why? We feel that once you read our July 6, 2002, letter as well as other letters from other concerned citizens requesting the exclusion of AASA #65, that we all are trying to accomplish the same goal outlined in Councilors' McLain and Hosticka letter i.e. protection of the natural environment and places. Furthermore as we all have mentioned in the past and warrants repeating again, AASA #65 represents a key and textbook defined wildlife and natural transition area between the urban and rural areas, and most importantly a critical connection to Metro's recently acquired Cooper Mountain Natural Preserve.

In closing we strongly request that you and your staff recommend to the Metro Council on August 1, 2002 that AASA Site #65 not be included in the UGB or in an URA. We thank you in advance for your consideration in this matter.

Sincerely,



Jerry and Judy Parmenter

c.: Metro Councilors
Washington County Board of Commissioners



METRO

Metro: Partners for Natural Places

June 10, 2002

Dear neighbor,

The natural environment is key to our region's livability. However, natural areas and fish and wildlife species have declined greatly in our region. There are many causes for these declines including culverts or underground piping of streams, losses of effective wetlands and native tree and plants along streamsides, and greatly altered stormwater runoff patterns. Metro is working with the communities throughout the region to avoid further decline of our water, streams, fish, habitat, and greenspaces.

As you may recall, Metro first communicated with you about protection of our natural places back in 1998. Since then the fish and wildlife vision statement, . . . *to conserve, protect and restore streams and waterways to support healthy fish and wildlife habitat in an urban environment*, has been the guiding principle for carefully moving towards developing a regional protection plan.

With the help and involvement of citizens and our local jurisdictional partners, Metro has initiated a science-based, step-by-step approach to first completing an inventory and mapping of environmental features that support healthy streams and fish and wildlife habitat. Once this work is completed, we will then analyze the economic, social, environmental and energy (ESEE) consequences and trade-offs of protecting or not protecting natural areas. Ultimately, with your help, we will develop a protection plan that will include recommendations for incentives, acquisition, public education, stewardship opportunities and regulations. It is anticipated that program elements will be developed and presented for public review, tentatively in late 2003.

The purpose of this letter is to update you on our progress. We are moving towards completion of the first step: an inventory of regionally significant fish and wildlife habitat. Last December we took comments on the streamside or riparian inventory. We are now reviewing the early mapping of habitat inventory.

RECEIVED

JUN 14 2002

Date: March 17, 2000

To: Metro Council

Attention: David Bragdon - Presiding Officer
Rod Park - Chair, Growth Management

From: Landowners signatory to this request

Subject: Request for Inclusion into the Urban Growth Boundary

RESUBMITTED
Metro Growth Mgmt.

JUL 24 2002

We, the landowners whose names and signatures appear on the preliminary signature sheets attached to this document request that our combined exemption land of approximately 75 acres be considered by the Council for inclusion into the Urban Growth Boundary (UGB). We have confirmation from most of the owners but we are still in the process of obtaining signatures. Some of the owners do not live in this area. We will submit an addendum to the attached signature sheet as soon as possible. We will also include, at that time, an exhibit that shows the location and configuration of the land represented by those who ultimately sign. An interim map is enclosed showing a "yes" on the Lots owned by the people whose signatures appear on the attached sheet. There are 57 acres owned by this group.

This land, which is in the Metro Boundary, is not suited for farm or forest use. It is located in close proximity to Portland and the Sunset Corridor and, with the exception of sewer, has the main services in place. Sewer is adjacent to the properties.

Following is a summary of the status of our area with respect to identified considerations for land inclusion in the UGB.

Location

The land is in Multnomah County bordering the Washington County line at the west end of Metro Area 25C with the east perimeter situated roughly at the 117th block on NW Laidlaw and the 120th block on NW Thompson Road. Area 25C, shown on the Metro maps for exemption land, is the new Metro designation for what had been Urban Reserve Area (URA) #67. There is significant urban development occurring west, south and east of this Area.

Land Use

There are no Exclusive Farm Use acres in Metro Area 25C. (Metro Regional Land Information System [RLIS] database.)

Efficiency Rating

The Total Public Facility Cost per Dwelling Unit Estimate and the Productivity/Efficiency Rating should be significantly more favorable for the 75 acres addressed in this letter than for Metro Area 25C in total. (Metro Urban Reserve Productivity Analysis, September 1998).

Jurisdiction

We have had discussions with Laurel Butman, Urban Services Planner, City of Portland and Joe Grillo, Director of Community Development, City of Beaverton. We learned from these contacts that the jurisdiction question with respect to our area has never been resolved and, as a result, our area is not included in the urban services plans of either city. We were told that the issue of jurisdiction would be resolved when the area is brought into the UGB.

Urban Services

Water - In place - Tualatin Valley Water District-

Fire - In Place - Tualatin Valley Fire District

Sewer - Adjacent to land - United Sewerage Agency

Schools - Metro Area 25C is in the Beaverton School District.

Transportation -

Laidlaw Road provides two-lane access along the northern portion of Metro Area 25C.

Northwest Thompson Road provides two-lane access along the southern portion of 25C.

Public transit - Our area in Metro 25C is served by Cedar Mill Community Shuttle.

Police - Police protection for our area is under the jurisdiction of the Portland Police Bureau.

Shopping -

Bethany, at Bethany and Laidlaw Roads

Cedar Mill, on Cornell Road

Please direct questions or comments to Rich Reese at 292-9969 or Jim Goddard at 292-2018.

Attachments:

Landowner signature page

Map

cc: Mark Turpel
Lydia Neill
Ed Washington
Joe Grillo
Laurel Butman

Map / Tax Lot 1N 1W 22C -	Address	Property Owner or * Registered Voter Name	P O	RV	Acres	Signed Request Yes / No
01800	44133 NW Cedar Cay	James W. Langford / Kauf Prop	✓		~5	Yes
01900	"	James W. Langford / JWC Prop	✓		~5	Yes
04100	"	James W. Langford / JWC Prop	✓		~1	Yes
03400	"	James W. Langford / JWC Prop	✓		~1	Yes
02000	12222 NW LAIDLAW RD PORTLAND, OR 97229	JAMES E. GORDON	✓		2	Yes
02300	12020 NW Laidlaw Rd Portland, OR 97229	Gerald S. Harris	✓		~5	Yes
01300/01400	12301 NW LAIDLAW RD PORTLAND OR 97229	RICHARD REESE Richard M. Reese	✓		2.68	YES
4401700	12440 N.W. LAIDLAW PORTLAND OR 97229	FRANK A. MANIATIS Frank A. Maniatis		✓	4.87	YES
04400/04500	12477 NW Hiller Ln Portland OR 97229	Eldon Hiller	✓		~2.7	Yes
04900	12477 9306 NW WILEY LN 97229	John and Renee Orlando	✓		5.83	yes
07600	12445 NW Hiller Ln Portland OR 97229	DOUG REED	✓		2 1/3	Yes
03900	12121 NW HILLER LN PORTLAND OR 97229	VERGIL MCGLOTHLIN	✓		2	YES
04300	12227 NW HILLER LN PORTLAND, ORE	VERGIL LEE MCGLOTHLIN	✓		5	YES
2500	11804 NW Laidlaw Rd PORTLAND, OR	CONRAD H. ROUD / DIANNE WILSON	✓		1.	YES
2600	11740 NW LAIDLAW RD PORTLAND, OR	CONRAD H. ROUD / DIANNE WILSON	✓		1.	YES
4700	12401 NW Thompson Rd - Portland OR	MICHAEL A. JELSON / Michael A. Jelison	✓		7.84	YES

Map / Tax Lot 1N 1W 22C -	Address	Property Owner or * Registered Voter Name	P O	RV	Acres	Signed Request Yes / No
02400	11830 NW Laidlaw Rd	Marjorie Thompson	X		2+	Yes
03600	12015 NW Hiller Ln.	STEVE ANDERSON	X		1	Yes
00900	12003 NW LAIDLAW	ANDREW R. ERWIN	✓		5	YES

Date: March 17, 2000

To: Metro Council

David Bragdon - Presiding Officer

Rod Park - Chair, Growth Management

Landowners signatory to this request

Bonny Slope Area

Request for Inclusion into the Urban Growth Boundary



November 27, 2001

Mike Burton
Metro Executive Officer
600 N E Grand
Portland, OR 97232-2736

Re : Request for inclusion within Metro's Urban Growth Boundary

We own one home inside the Lake Oswego city limits and one abutting the city limits on Stafford Road. At this time, we are seeking annexation of our primary residence at 17660 Stafford Road into the City of Lake Oswego as soon as possible.

We believe our circumstances represent similar situations throughout the metropolitan area. For this reason, we ask that Metro provide a simple and effective protocol for bringing our home site and similar parcels into the UGB in the future. We offer the following attached maps and statements in support of our request.

Summary

Since 1985, we have owned our primary residence on a 1.8 acre parcel at 17660 Stafford Road. The north and west property lines are contiguous to the Lake Oswego city limits and the urban growth boundary. The east, west, and south property lines are contiguous to city owned park and golf course..

In 1988, the well supplying our domestic water failed and because drilling a new well was unacceptable because of setback requirements, we relied on a water hose from a neighbor's house while arranging for a replacement source. We then asked permission to hook up to the City's water supply that included a 12 inch line running along our north and west property lines. On recommendation of the City Planning Department, the City Council approved the hook up subject only to future annexation of the property into the City and our payment of double the usual water usage rates until annexation. We were pleased to comply and very much liked the proposal that we annex our property to the city.

On several occasions since 1988 we have tried to comply with the annexation requirement, but various obstacles delayed or prevented our efforts. Tom Coffee, the then Assistant City Manager and Director of the Planning Department, on several occasions proposed that we wait until the issues of the Stafford triangle, the Metro boundary decisions, and the City's plans concerning annexation of the Luscher Farm were resolved.

In addition, we now face the possibility that our septic drain field system may fail in the near future. We believe the best long term solution to this potential problem is to hook up to the city sewer line which has hook up capability, fully gravity fed, within about 20 feet of the northeast corner of our property and

with unobstructed access. This, of course, could not occur until our land is annexed at least to the City's Urban Services Boundary.

Annexation to the City seems to be the appropriate and best solution to these problems and allows us to comply with the 1988 agreement with the City.

The following summary lists the reasons why we believe this annexation is appropriate:

- It is inconsistent for the City to impose a requirement for providing a service and then apply conditions that make compliance with that requirement impossible
- We expect to comply with all city zoning requirements—See attached segment of zoning map-Exhibit 1
- The City would be required to provide almost no additional services not already available and any costs would be reimbursed through taxes and fees.
- The City already provides backup fire and police protection for the property and on several occasions has been the first to respond for medical emergencies
- Annexation would reduce confusion over which government bodies have jurisdiction over issues related to this property. For example, we recently received a letter from the City Police Department informing us that we need to obtain a security alarm permit even though we are not (yet) in the city.
- We are already in the Lake Oswego school district
- Water and gravity fed sewer hookups are available at the property line—See attached map-Exhibit 2- showing water and sewer hookup points
- No other nearby, non-public, property owners would be directly affected because our property is bordered on three sides by more than 160 acres of City owned property and on two sides by the city limits—See attached color coded map-Exhibit 2
- It is unlikely the property would be developed with more than two or possibly three additional lots but this would be determined by compliance with City requirements
- The property faces onto Stafford Road and there are no access problems involving other parcels. All traffic would enter and leave this property directly from Stafford Road from existing driveways and would not cross any other property
- The closest property not already in the City or owned by the City is more than 1,100 feet from our property line—See attached map-Exhibit 2
- The City would receive additional tax revenue with no significant additional expense
- Lost Dog Creek, a seasonal stream, rises from a spring just south of our property, flows through our back yard, and ultimately into Oswego Lake. Lost Dog Creek also is fed by water runoff from surrounding property, including the Municipal Golf Course and other City owned property. The City would thus gain jurisdiction over the only segment of this creek and a related tree grove that are not already in the City or on city owned property
- The land has no economic value for agricultural or commercial purposes
- We are aware of only one significant obstacle to this request. That is POLICY 1 of GOAL 14 of the City's Comprehensive Plan. That policy statement reads "1. The City will not expand the existing Urban Services Boundary* (USB) and will resist efforts to require expansion, except in those areas designated as Tier 1 Urban Reserves as of February 1998." We believe there is an appropriate response to this policy statement and that we can justify a modification of the policy within the intent of Goal 14.
- **Our Request**, therefore, is: What can we do to achieve an effective hearing and complete the annexation that seems so reasonable to us?

We support the overall goals of urban growth management, but believe that some flexibility must be provided to accommodate aberrations in the lines that have been drawn.

July 23, 2002

Please let us know if we can provide further information or assistance in addressing this issue. We would like to resolve this matter as quickly as possible.



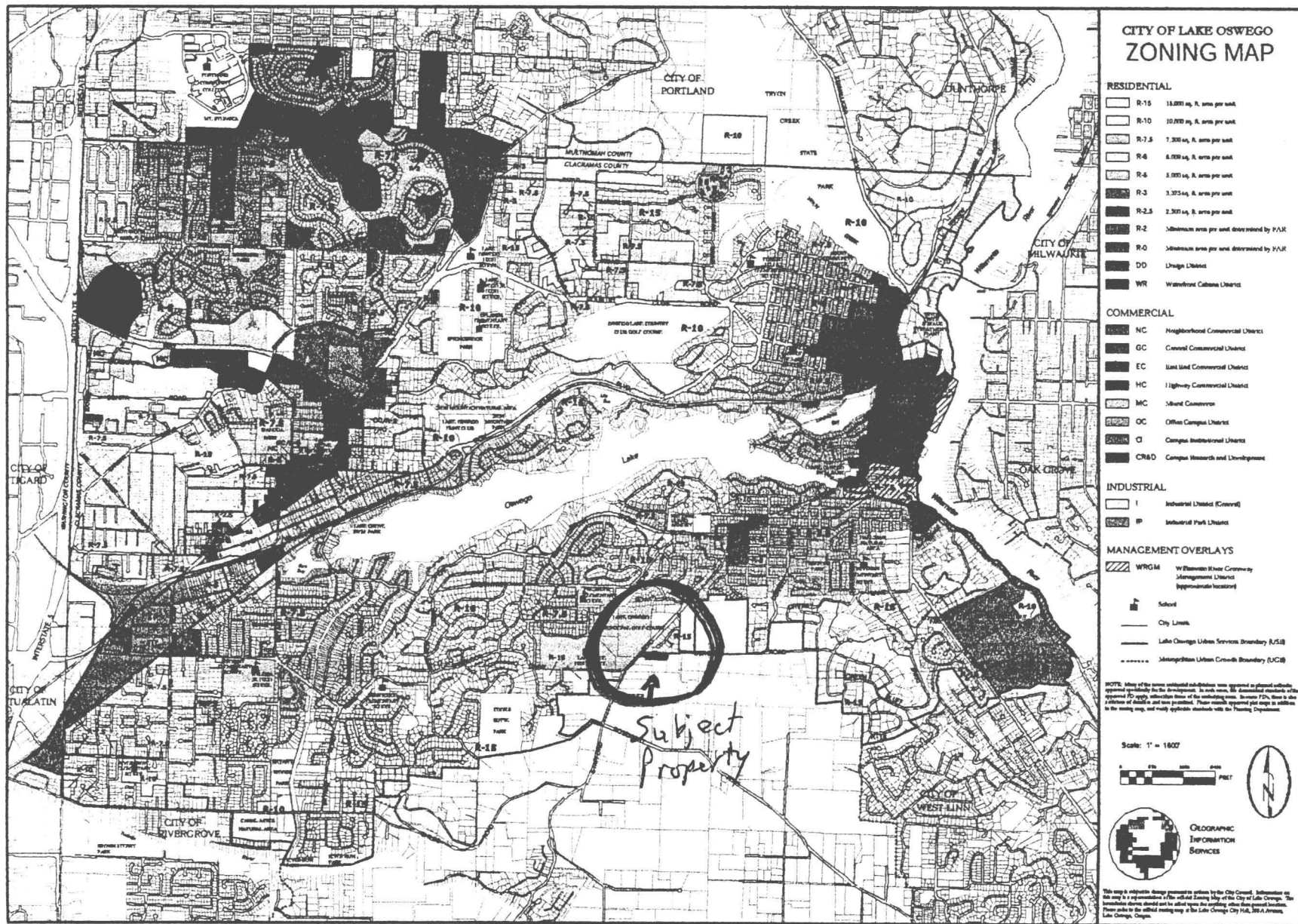
Jack and Norma Sullivan
1775 Palisades Terrace Drive
Lake Oswego, OR 97034

Telephone 503 636 7178
Cell phone 503 780 2613

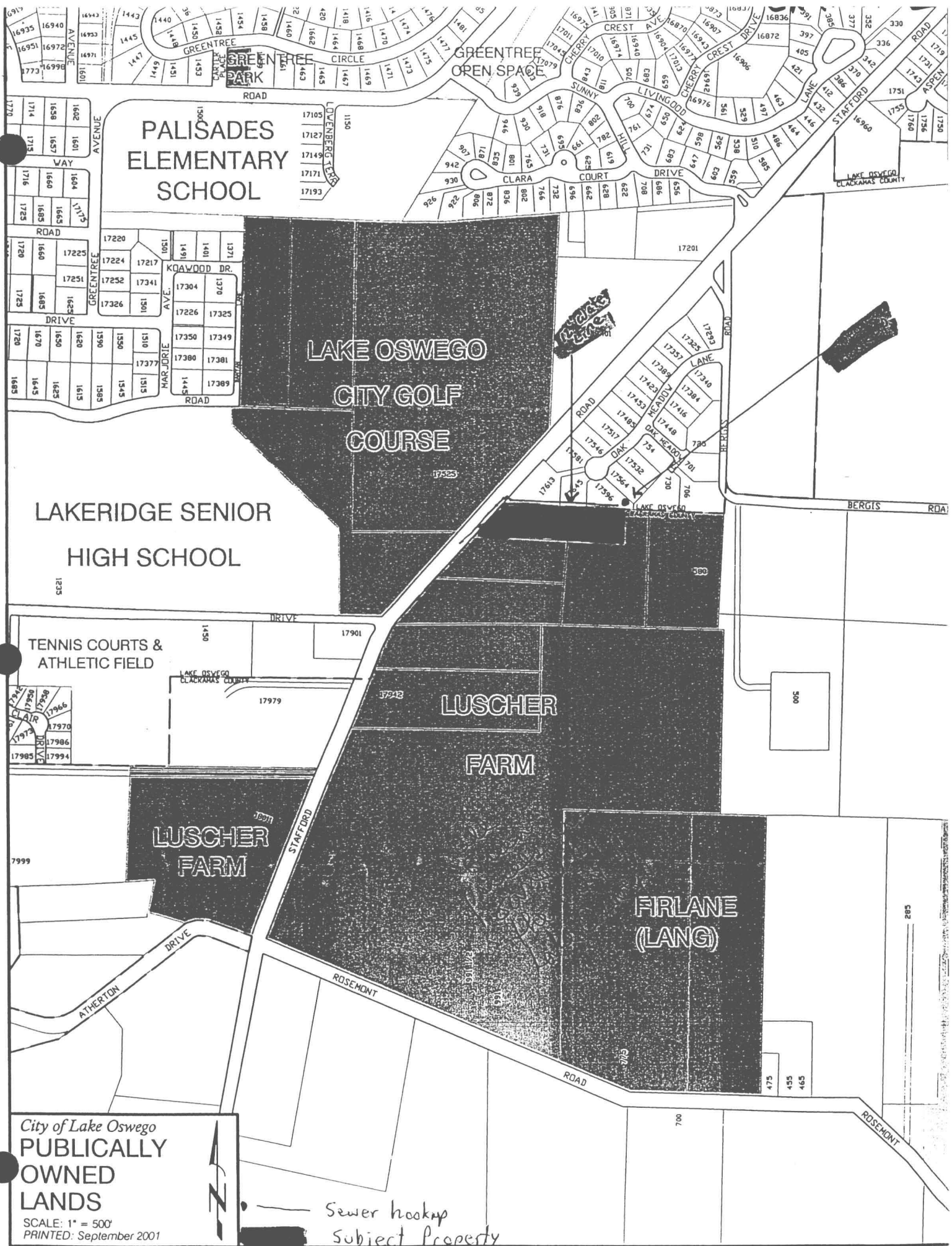
or

Jack and Norma Sullivan
17660 Stafford Road
Lake Oswego, OR 97034

503 636 9429



exhib. 1



PALISADES
ELEMENTARY
SCHOOL

LAKE OSWEGO
CITY GOLF
COURSE

LAKERIDGE SENIOR
HIGH SCHOOL

TENNIS COURTS &
ATHLETIC FIELD

LUSCHER
FARM

LUSCHER
FARM

FIRLANE
(LANG)

City of Lake Oswego
**PUBLICALLY
OWNED
LANDS**
SCALE: 1" = 500'
PRINTED: September 2001



— Sewer hookup
— Subject Property



Details For: 17660 STAFFORD RD, LAKE OSWEGO 97034

Garbage Hauler

Residential	Rossman Sanitary Service (503) 636-3011
Commercial	Rossman Sanitary Service (503) 636-3011
Dropbox	Keller Dropbox (503) 635-4463

Political Boundaries

City	
County	Clackamas Co.
Metro Council District	District 2 Bill Atherton athertonb@metro.dst.or.us
Voting Precinct	326

Planning Information

Census Tract	205.02
Neighborhood	STAFFORD-TUALATIN VALLEY
Urban Growth Boundary	Outside
Zip Code	97068

Zoning

Local Designation	RRFF5
Local Definition	
Minimum Lot Size	
Maximum Height	
Generalized Classification	RUR
Generalized Class Description	Rural or Future Urban - lots sizes of one acre or more

Environmental Findings

Flood Plain (FEMA 100 yr.)	Outside
Watershed Basin	WILLAMETTE RIVER
Watershed Subbasin	WILLAMETTE RIVER

Special Districts

Fire District	Tualatin Valley Fire & Rescue
Park District	Not in a park district
School District	LAKE OSWEGO No. 7J
Sewer District	Not in a sewer district
Water District	Not in a water district

Tax Assessment Details

Tax Lot Number	21E16AD02700
Mult. Co. Account No.	
Tax Lot Size	0.73 acres
Site Address	17660 SW STAFFORD RD LAKE OSWEGO
Market Land Value	\$142,376.00
Market Building Value	\$224,720.00
Market Total Value	\$367,096.00
Land Use	SFR
Building Area	3318
Year Built	1960

May 18, 2000

Lydia Neill, Senior Regional Planner
Metro
600 NE Grand Avenue
Portland, OR 97232 2736

RESUBMITTED
Metro Growth Mgmt.

JUL 24 2002

Re: Request For Inclusion In The Urban Growth Boundary
Metro Area 25C (former Urban Reserve Area #67)
Study Area 93

Dear Lydia:

On behalf of our landowners group, I am enclosing addendums to our March 17th letter directed to Metro Council.

Enclosed are:

- A letter from Laurel Butman of the City of Portland describing the process for the determination of jurisdiction, if our area is brought into the Urban Growth Boundary. Unless our area is brought into the Boundary, Portland has no authority, process or interest at this time in planning for the area.
- A memorandum summarizing a meeting with Randy Cunningham of United Sewerage Agency, the conclusions being, (a) our area would be under the jurisdiction of USA, (b) delivery of services to our area is feasible and (c) pump stations would not be required for the delivery of services.
- An updated landowners signature sheet. Work continues in this regard and we will keep you apprised of any additions.
- An updated map showing the properties owned by the people whose names appear on the signature sheet.

We are in the process of contacting the City of Beaverton and Washington County to determine their positions with respect to jurisdiction and planning for our area.

Sincerely,


Richard Reese

12301 NW Laidlaw Rd.
Portland, Or 97229

(503) 292-9969



CITY OF PORTLAND

OFFICE OF FINANCE AND ADMINISTRATION

Vera Katz, Mayor
Timothy Grewe, Director
1120 S.W. Fifth Avenue, Rm. 1250
Portland, Oregon 97204
(503) 823-5288
FAX (503) 823-5384
TDD 823-68

May 12, 2000

Jim Goddard
12222 NW Laidlaw Road
Portland, Oregon 97229

SUBJECT: INCLUSION OF LANDS WITHIN THE URBAN GROWTH BOUNDARY

Dear Mr. Goddard:

This letter is to confirm our conversations regarding the inclusion of your property within the Urban Growth Boundary. You called my office some months ago inquiring about future inclusion of your property within the Urban Growth Boundary (UGB), any plans the City of Portland has for your area (in the former urban reserve area #67), and the City's process for and interest in annexation of your property. Since then we have had numerous conversations. I will attempt to summarize the substance of those conversations in this letter. It is my understanding that you are participating in Metro's legislative process to explore inclusion of your property and those nearby within the UGB and that your area is located within Metro's current study area.

As to the question of including your property and others in your area within the UGB, Metro has a legislative process for studying and determining, in a comprehensive and deliberative manner, which and to what extent lands should be included in the UGB. Metro also accepts petitions to amend the UGB through Locational Adjustment and Major Amendment processes. The City of Portland generally supports a comprehensive, legislative process for amending the UGB and does not favor piecemeal expansion. The City of Portland participates in several forums for the deliberation of UGB expansion question including, but not limited to, the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC). This engagement provides the opportunity for coordinated and collaborative decision making regarding UGB expansion.

Your property is currently located outside the UGB within unincorporated Multnomah County. Portland's Urban Services Boundary delineates its most likely future service areas; these are areas where Portland intends eventually to annex unincorporated lands to provide urban levels of service. The Urban Services Boundary does not extend outside the UGB. The City of Portland performs comprehensive planning and zoning administration within its city limits and cooperates with Multnomah County on some planning functions within unincorporated county areas within the Portland Urban Services Boundary. Because your property and those nearby are outside the UGB, Portland has no planning authority, process or interest at this time in your area.

Once lands, such as yours, where Portland *may* have a planning or service delivery interest are brought within the UGB, Metro initiates an inquiry into the interest of likely service providers and cities in future governance and service provision in those areas. That would be the time that Portland would explore its

April 28, 2000

To File: Urban Growth Boundary

From: Rich Reese

Subject: United Sewerage Agency (USA)

155 N 1st Av Suite 270 Hillsboro, OR

846-8621

Today I met with Randy Cunningham of USA. I had previously talked with Randy and a co-worker, Laura Anderson, two or three times each by phone, and faxed to them a copy of our letter to Metro along with a map of the properties and the signatures.

I showed Randy the location of our properties on a topography map that Jim Crawford purchased from Metro. Randy also referred to three or four maps from his office. Randy stated that the area we referred to in our letter to Metro, would be under the jurisdiction of USA.

Sewer lines are currently available on the east side of Saltzman Road, about 1/4 mile south of Laidlaw Road, and on Laidlaw Road about 1/4 mile west of Saltzman. Randy said that the most efficient plan to serve our area would be to run the sewer line along the bottom of the creek, which would accommodate properties on both sides of the creek. If permits could not be obtained for this plan, a line could be run east along Laidlaw Road to serve the properties on the north side of the creek. The line that crosses Saltzman could be extended to serve the properties south of the creek. Either way, Randy said providing service to our area is feasible and, because of the gravity flow from our area into the USA system, there would be no need for pump stations.

NOTE (5/16/00): A copy of this memorandum was faxed to Randy Cunningham on May 1st. He was asked to respond if he did not agree that the content of the memo was representative of our meeting. There has been no response.

Map / Tax Lot IN 1W 22C -	Address	Property Owner or * Registered Voter Name	P O	RV	Acres	Signed Request Yes / No
01800	44133 NW Cedar Cay	James W. Campbell / James W. Campbell	V		~5	Yes
01900	"	James W. Campbell	V		~5	Yes
04100	"	James W. Campbell	V		~1	Yes
03400	"	James W. Campbell	V		~1	Yes
02000	12222 NW LAIDLAW RD PORTLAND OR 97229	JAMES E. GORDON	V		2	YES
02300	12020 N.W. Laidlaw Rd Portland, OR 97229	Gerald S. Harris	V		~5	Yes
01300/01400	12301 NW LAIDLAW RD PORTLAND OR 97229	RICHARD REESE Richard M. Reese	V		2.68	YES
4401700	12440 N.W. LAIDLAW PORTLAND OR 97229	FRANK A. MANIATIS Frank A. Maniatis		V	4.87	YES
04400/04500	12477 NW Hiller Ln Portland OR 97229	Eldon Hiller	V		~2.7	YES
04900	9306 NW WILEY LN Portland, OR 97229	John and Renee Orlando	V		5.83	yes
04600	12445 NW HILLER LN Portland, OR 97229	DOUG REED	V		2 1/3	YES
03900	12121 NW HILLER LN PORTLAND OR 97229	VERGIL MCGROTH	V		2	YES
04300	12227 NW HILLER LN PORTLAND, ORE	VERGIL LEE MCGROTH	V		5	YES
2500	11804 NW Laidlaw Rd PORTLAND, OR	CONRAD H. ROUS CONRAD H. ROUS	V		1	YES
2600	11740 NW LAIDLAW RD PORTLAND, OR	CONRAD H. ROUS CONRAD H. ROUS	V		1	YES
4700	12401 NW Thompson Rd - Portland OR	MICHAEL A. NELSON Michael A. Nelson	V		7.84	YES

Map / Tax Lot IN 1W 22C -	Address	Property Owner or * Registered Voter Name	P O	RV	Acres	Signed Request Yes / No
02400	11830 NW Laidlaw Rd	Marjorie Thompson	X		2+	Yes
03600	12015 NW Hiller Ln.	Steve Anderson	X		1	YES
00900	12003 NW LAIDLAW	ANDREW R. ERWIN	V		5	YES
04000	122 NW Hiller Ln.	Wayne F. Bridges	V		2	yes

Mike Burton
Executive Officer, Metro
600 NE Grand
Portland, OR 97232

Neighborhood Residents
Study Area 24
S. Hilltop Rd
Oregon City, OR 97045

July 24, 2002

Re: Request for Inclusion of Hilltop Road in Oregon City within the Urban Growth Boundary

The purpose of this letter is to notify you that the Hilltop Road area is an ideal candidate for inclusion within the Urban Growth Boundary during the planned 2002 expansion. It is part of the current study area 24 and lies just outside the current boundary and within one version of Oregon City's proposed expansion plans.

This area should not be overlooked. There is **STRONG SUPPORT** by the residents for inclusion. I have outlined this support in the attached documents that show at least 85% support for coming into the UGB.

It clearly meets Metro's goal of being an area that could greatly increase density. Currently, the land is being substantially under utilized. There is no farming in the area and an average of almost 5 acres per residence. The land is fairly level with no streams nearby. It is within 3/4 mile of numerous large subdivisions that were recently added with several more in development even closer. It adjoins Pam & Sholtz Rd on two sides, which are existing, older subdivisions.

I hope you agree that the approximately 100 acres on Hilltop Rd should be included within the Urban Growth Boundary. Please feel free to contact me if you have any questions or comments.

Sincerely,



Pete Cansler
503-936-9211

16343 S. Hilltop Rd.
Oregon City, OR 97045

**South Hilltop Road area, Oregon City.
2 2E 27A**

7/23/02

Tax Lot #	Address	Size	Favor UGB Inclusion	Acres	%
				104.97	100
500	16343	6.43	Yes		
400	16321	6.29	Yes		
204	16211/16215	5.02	Yes		
202	16101	5.12	Yes		
100	16110	4.12	Yes		
101	16050	4.46	Yes		
102	N/A	4.44	Yes		
103	16088	29.9	Yes		
1200	16346	1.41	Yes		
203	16125	2	Yes		
900	16393	0.91	Yes		
1100	16306	4.36	Yes		
501	16260	7.27	Yes		
201	16065	5	Yes		
700	15441	1.92	Yes		
800	15515	0.9	Yes	89.65	85%
800	15411	2.12	Unable to contact owner		
1300	15589	1.6	Unable to contact owner	3.72	4%
200	16075	5	Undecided		
104	16222	2.76	Undecided	7.76	7%
300	16242	2.33	No		
1000	16367	1.61	No	3.94	4%
104.97 TOTAL				104.97	100%
4.77 Average Acres per lot					

Request to Include Hilltop Road within Urban Growth Boundary

By signing below, the following residents of S. Hilltop Road, off Holcomb Blvd in Oregon City do hereby formally request to be included within the Urban Growth Boundary.

Name: <u>Pete Causler</u>	Signed: <u>Pete Causler</u>	503-936-9211
Address: <u>16343 S. Hilltop Rd</u>		Dated: <u>7-12-02</u>
Name: <u>George W. Book</u>	Signed: <u>George W. Book</u>	
Address: <u>16431 S. Hilltop Rd.</u>		Dated: <u>7-12-02</u>
Name: <u>Steve Spencer</u>	Signed: <u>Steve Spencer</u>	
Address: <u>16211 S. Hilltop Rd</u>		Dated: <u>7-12-02</u>
Name: <u>Allen Taylor</u>	Signed: <u>Allen Taylor</u>	
Address: <u>16101 S. Hilltop Road</u>		Dated: <u>7-12-02</u>
Name: <u>Diane Nielsen</u>	Signed: <u>Diane Nielsen</u>	
Address: <u>16110 S. Hilltop Rd</u>		Dated: <u>7-12-02</u>
Name: <u>ARLENE NIELSEN</u>	Signed: <u>Arlene Nielsen</u>	
Address: <u>16110 S HILLTOP RD</u>		Dated: <u>7-12-02</u>
Name: <u>REGINALD O'DONNELL</u>	Signed: <u>R. O'Donnell</u>	
Address: <u>16346 S. HILLTOP</u>		Dated: <u>7-12-02</u>
Name: <u>RALPH JOST</u>	Signed: <u>Ralph Jost</u>	
Address: <u>16125 S. HILLTOP RD</u>		Dated: <u>7/12/02</u>
Name: <u>Wanda Dornik</u>	Signed: <u>Wanda Dornik</u>	
Address: <u>16393 S. Hilltop Rd</u>		Dated: <u>7/12/02</u>

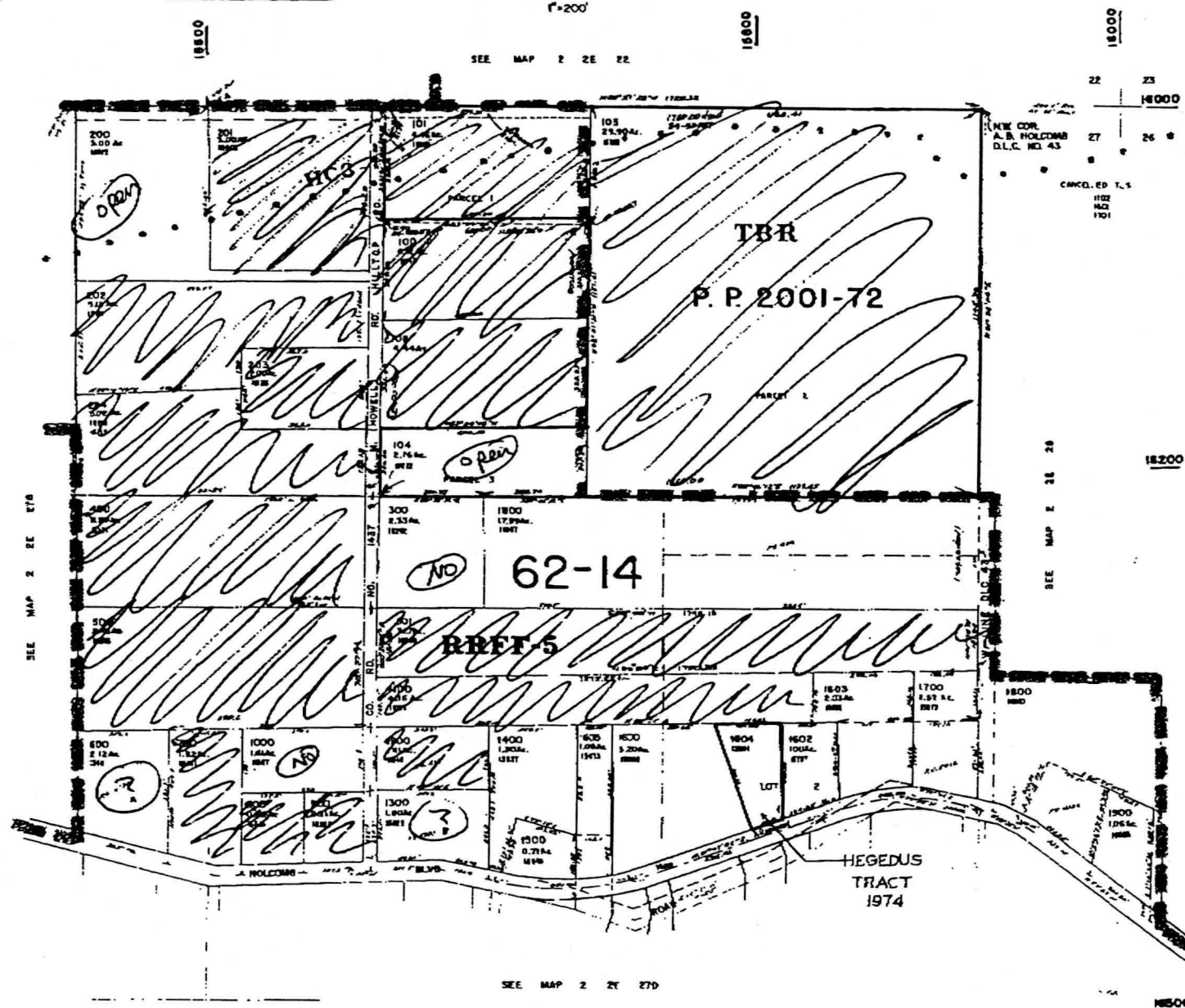
Request to Include Hilltop Road within Urban Growth Boundary

By signing below, the following residents of S. Hilltop Road, off Holcomb Blvd in Oregon City do hereby formally request to be included within the Urban Growth Boundary.

Name: <u>Steve S Shanks</u>	Signed: <u>STEVE SHANKS</u>	
Address: <u>16306 S HILLTOP</u>	<u>ORE CITY</u>	Dated: <u>7-12-02</u>
Name: <u>Martha Sumption</u>	Signed: <u>Martha Sumption</u>	
Address: <u>16260 S. Hilltop Rd</u>	<u>OC</u>	Dated: <u>7/12/02</u>
Name: <u>Robert W. Burns</u>	Signed: <u>Robert W. Burns</u>	
Address: <u>16050 S. Hilltop</u>	<u>(16065 S. Hilltop)</u>	Dated: <u>7-14-02</u>
Name: <u>Dennis Ford</u>	Signed: <u>Dennis Ford</u>	
Address: <u>15241 S. Holcomb Blvd</u>		Dated: <u>7-19-02</u>
Name: <u>Elmer F. Henderson</u>	Signed: <u>Elmer F. Henderson</u>	
Address: <u>15515 So. Holcomb Blvd</u>		Dated: <u>7-23-02</u>
Name: _____	Signed: _____	
Address: _____		Dated: _____
Name: _____	Signed: _____	
Address: _____		Dated: _____
Name: _____	Signed: _____	
Address: _____		Dated: _____
Name: _____	Signed: _____	
Address: _____		Dated: _____

2 2E 27A

SEE MAP 2 2E 22



2 2E 27A
NOV 19

Anthony J. and Gayle K. Fidanzo
26801 SW Stafford Road
Wilsonville, OR 97070
Voice: 503-682-0706
Fax: 503-682-4546

July 30, 2002

Mr. Rod Park
Committee Chair
Metropolitan Planning Commission
Fax: 503-797-1793

Dear Mr. Park:

We are the property owners at 26801 SW Stafford Road, Wilsonville. Our property is zoned EFU40. The location is marked on the map attached.

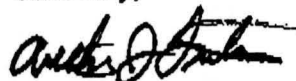
We are requesting that our property be included in the urban growth boundary. We are aware that you will be making recommendations this Thursday. We operate a landscape nursery business and are considering starting a recycling transfer station, which is greatly needed in our community. Other possibilities we have considered are selling our property to Grace Chapel, which is a large congregation temporarily meeting in the OrePac building, but looking for a permanent home. It would be good for our community to keep Grace Chapel in the Wilsonville area.

Because of the power lines on our property, we don't foresee residential development occurring. However, light industrial business, such as exists along Canyon Creek would certainly be an appropriate use of part or all of this parcel.

Our business has struggled to survive this past year, as have many in our industry and others. The UGB/zoning change would be advantageous to our business and the community. We want you to know we are in favor of the change.

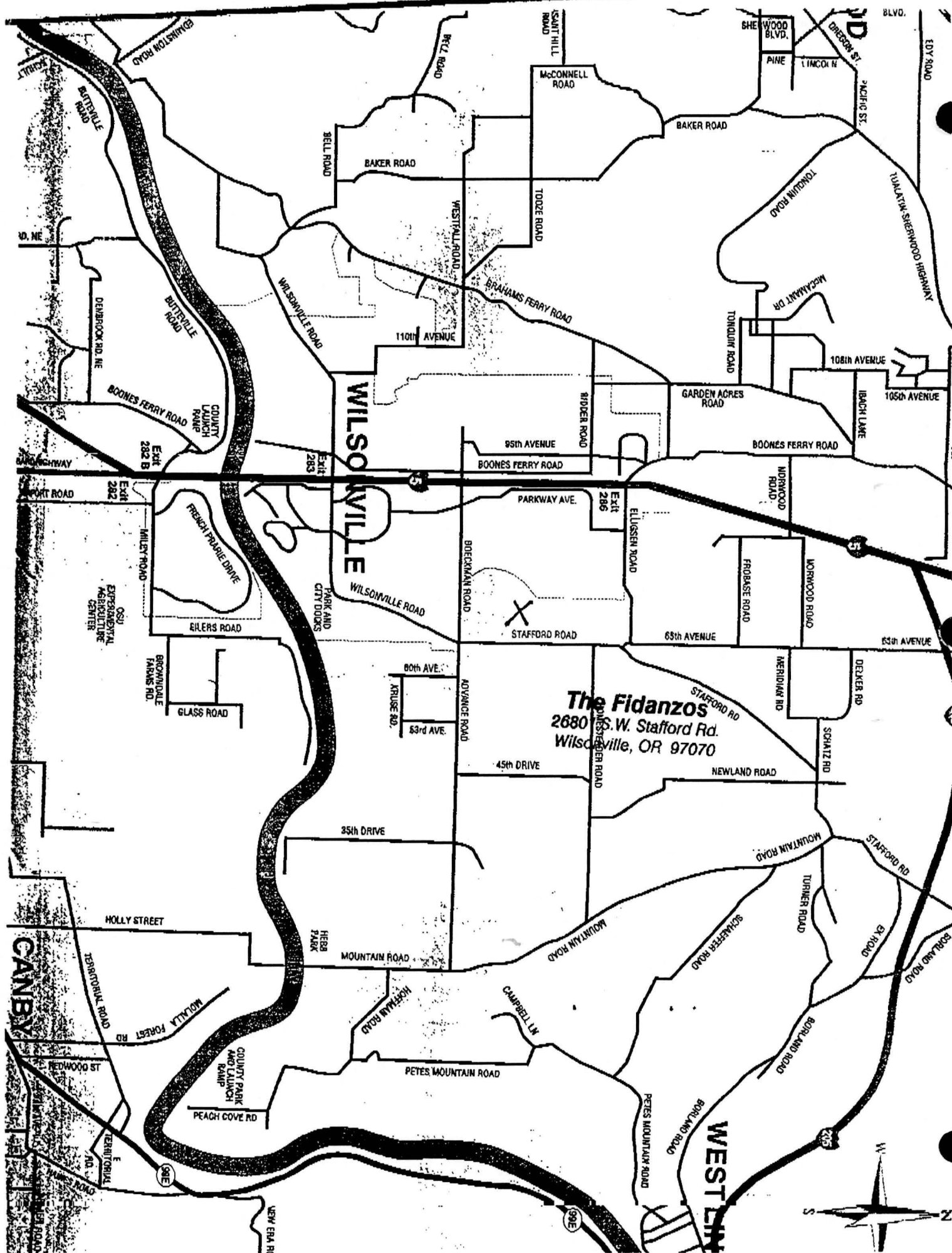
Thank you for your consideration.

Sincerely,



Anthony J. Fidanzo

Attachment



COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE
TEL 503 797-1547

PORTLAND, OREGON 97232 2736
FAX 503 797-1793



METRO

DATE: August 1, 2002

TO: Metro Council and Council Staff

FROM: Rod Park, Chair *RP*
Community Planning Committee

RE: Urban Growth Boundary Listening Posts

October 1Forest Grove Community Auditorium, 1915 Main St., Forest Grove
October 3Beaverton Library, Room A& B 12375 SW 5th, Beaverton
October 10Damascus Community Church, 14251 SE Rust Way, Boring
October 15Tualatin High School, 22300 SW Boones Ferry Rd, Tualatin
October 22Clackamas Community College, Gregory Forum, 19600 Molalla Oregon City
October 24Gresham Council Chamber, 1333 NW Eastman Pkwy., Gresham
October 29Portland Council Chamber, 1221 SW 4th, Portland

All meetings all scheduled for 6:00 p.m. with map viewing at 5:00 p.m.

From: Rod Park
To: "natasha@natashakern.com".GWIA.MetCen
Date: Wed, Aug 7, 2002 3:56 PM
Subject: Re: REZONING

Ms. Kern, please accept my apology for such a tardy response. I received your e-mail the day after my assistant left for vacation so my correspondence has suffered.

As chair of the Community Planning Committee, I want to thank you for your comments regarding your property. Be assured that a copy of your comments has been distributed to each Metro councilor. We note your opposition for inclusion into the Urban Growth Boundary (UGB). Your request has been included as part of the official record for the Metro Council's decision to expand the UGB in December 2002.

Any expansion of the Urban Growth Boundary requires the study of land based on a hierarchy mandated by ORS 197.298, which directs Metro to consider exception land first. Per that mandate, Metro studied all exception land areas contiguous to the UGB. On August 1, the Executive Officer made his recommendation to the Metro Council on the UGB expansion.

At this stage, no decisions are being made. Public hearings have been scheduled in October and at the appropriate time, the Metro Council will review correspondence received regarding specific sites. The Council is hoping to reach a decision by December 5th. By monitoring our Web site (www.metro-region.org) you can learn more about this process.

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October 29 - Portland Council Chamber, 1221 SW 4th, Portland

Thank you again for taking the time to submit to Metro your position on this very important issue of determining how and where the region should grow.

Rod Park, District 1
Metro Council

>>> Natasha Kern <natasha@natashakern.com> 7/11/02 11:08:33 PM >>>

July 11, 2002

Dear Metro and Multnomah County Executive and Councilors:

If the goals of Metro include: protecting natural areas, parks, streams, forest and farmland outside the urban boundary, this can only be achieved by protecting this corridor on Springville Road, Site 91 and Site 90 from future home development.

This area of Springville Road, Springville Lane and Cheerio Drive is a natural wildlife area with many native species that have been virtually eradicated from the Portland Metropolitan area. My land was logged 60

years ago and has been untouched both before and after (except for building the house 25 years ago). It is a last remnant of cedars which are just now coming back to normal forest that used to cover all of Cedar Mill and Cedar Hills area.

I am attaching a list of the flora and fauna that inhabit this area, most of them permanently and some like the birds or elk, seasonally. This is also a wildlife corridor into forest park. To close this corridor will result in making Forest Park an isolated island. It would also damage the stream and pond habitats here as well as the entire watershed. Please note that over 200 species of native plants of forest and meadow are found on my property alone and more in the nearby farmland. This list does not even include mushrooms, lichens, water plants, gramminoids, sedges and many other organisms that inhabit this area to form a complex and healthy Native eco-system.

In addition, many of us depend on the organic garden in Site 90 for much of our food for most of the year. Building in the area will damage and pollute our food supply. We are also on wells that can be polluted by development. It is obvious that developers are hoping to surround this farm to drive the farmers out. Clearly it cannot retain an organic status surrounded by a contaminating environment and incurring raised taxes.

As developments have come in Washington County, animals fleeing this development have passed through our land. Now it is rare to see skunks, coyotes, possums, and many other animals and birds that were once common here. This is already an endangered natural habitat area. To develop it further would mean the demise of many native species that are currently being preserved by residents.

As far as promoting balanced transportation is concerned, this is already unbalanced. This was a rural road only a few years ago and it used commonly by bicyclists heading up to Skyline to ride. Now, it has become an artery for commuters to Portland so that local children and bike riders are not safe on the road. It is already heavily trafficked.

In fact, NONE of these goals have been observed in the Washington County development less than a mile away. These are not complete communities with mixed use centers, do not have balanced transportation systems and have eradicated the ecosystem that previously thrived there and driven the farmers out. This area is one of the last unincorporated areas of Multnomah county where the original habitat exists outside of Forest Park, where urban organic gardening is thriving and contributing to the community. This is farm and forest land and among the last to exist in Multnomah County. As a category FOUR location, it should not be included in the UGB. This farm is not only the source of the majority of food for this family at least 6 months of the year, it is also a necessary buffer between wild habitat and the new surrounding developments.

So little farm and forest lands still exist in Multnomah County, what is the point of destroying what we have left? The developers have had their way and made money on almost all of this county. Why can't a small piece of natural Oregon be preserved? I am requesting that the county take an official position in opposition to this unneeded and deleterious development.

Natasha Kern

13147 NW Cheerio Drive
Portland, OR 97229
503-297-6190
Natasha@natashakern.com

NATIVE SPECIES IN SITE 90 and 91:

TREES

Red Cedar
Oregon Ash
Douglas Fir
Alder
Bitter Cherry
Western Flowering Dogwood
Big Leaf Maple
Holly
Aspen
Willows (by water)
White Oaks
Madrona

SHRUBS

Hardhack
Osoberry
Beaked Hazelnuts
Elderberry
Vine Maples
Salal
Oval leaved Blueberry
Thimbleberries
Salmonberries
Red Huckleberry
Pacific Rhododendron
Western Trumpet Honeysuckle
Oceanspray
Sitka Mountain Ash
Baldhip wild rose
Nootka wild rose
Himalayan Blackberry (not native)
Trailing Blackberry
Scotch Broom (not native)
Red Flowering current
Dull Oregon Grape
Birchleaf Spiraea
Mock Orange
Native rhododendron
Spirea

WILDFLOWERS

Wild tiger lilies
False Solomon seal
Star-flowered Solomon's seal
Western Trillium
False Lily of the Valley
Erythronium

Camas Camassia Quamash
Rose Campion
Siberian Miner's Lettuce aka Candy Flowers aka Monita
Fairy bells
Wild delphiniums
Blue-eyed grass Sysirinchium
Oregon Iris
Curled Dock
Few seeded bitter cress
Field Mustard
Fringecup
Foamflower
Creeping Buttercup
False Bugbane
Western Meadowrue
Red Columbine
Menzies Larkspur
Goat's Beard
Wild Strawberries
Large-leaved Avens
American Vetch
Large Leaved Lupine
Springbank Clover
Early Blue Violet
Yellow Wood Violet
Trailing Yellow Violet
Erythronium, Dog-toothed violet
Bunchberry
Fireweed
Wild Tiger Lillies
Wild Carrot
Showy Jacob's Ladder
Small flowered forget me not
Common dead-nettle
Creeping Charlie
Self-heal
Cooley's Hedge nettle
Common Foxglove
Davidson's Penstemon
Smooth Hawksbeard
White-flowered hawkweed
Hairy Cat's ear
Nipplewort (horrid weed but its here)
Pineapple weed
Yarrow
Oxeye Daisy
Common Aster
Douglas Aster
Five spot
Pearly Everlasting
Pacific Bleeding Heart
Redwood Sorrel
Common stork's Bill Filaree (not as invasive as Herb Robert)
Wild Ginger
Pacific Waterleaf (primary forest groundcover)
Large Leaved Avens (Geum macrophyllum)

American Vetch (wild pea)
Canada Thistle
Inside Out Flower (Vancouveria hexandra)
Western St. John's Wort
Chicory wild tobacco
European Bittersweet (actually from Eurasia)
Cleavers (Lady's bedstraw)
Thalactrium Meadow Rue
Mitrewort
Bishop's cap
Oregon Bentgrass
Orchard Grass
Annual Bluegrass
FERNS, MOSSES
Wood Fern
Oak Fern
Lady Fern
Deer Fern
Bracken Fern
Sword Fern
Green Spleenwort Fern
Maidenhair fern
Common Scissor-leaf liverwort
Awned Haircap moss
Tall clustered thread moss
Menzies red-mouthed mnium
Lettuce lung (lichens)
Stonecrop
BIRDS
Black-headed grosbeaks, nesting pairs
Rufous-sided towhee, nesting pairs
Chipping Sparrow, nesting pairs
Dark-eyed junco, very numerous
Northern oriole
Evening Grosbeak, nesting pair
Pine siskin
Stellar jay, several nesting pairs
Scrub jay
Varied thrush
Chestnut Backed Chickadee nesting pairs
Mountain Chickadee
Redbreasted Nuthatch, nesting pairs
White breasted Nuthatch
Hairy woodpecker, nesting pairs
Downy woodpecker, nesting pairs
Pileated woodpecker. Nesting pairs
Great horned owl, nesting pairs
Hérons (in pond)
Anna's hummingbird, nesting pairs
Rufous hummingbird. nesting pairs
Calliope hummingbird nesting pairs
Northern Saw-whet owl
Barn owls
Crow
Winter Wren
American Robin
Townsend's Warbler

Numerous Canadian Geese
Mallards hatched 11 ducklings on the pond this year
Two pair of nesting killdeer
Barn Swallows
American Goldfinches
Mourning doves
Lapis lazuli bunting (2 seen)
Gold crowned sparrows
Fox Sparrows
Song Sparrows
American house finches
Yellow throated warblers
Several species of hawks, Coopers, Ferruginous
Starlings
Brewer's Blackbird
Red-winged blackbirds nesting pairs
Winter wrens
Cedar waxwings

MAMMALS

27 members of an elk herd including 2 bull elk
Long-tailed Voles
Vagrant Shrew
Moles
Townsend's Chipmunks
Douglas Squirrels
Gray Squirrels
Brush rabbit
Raccoons
Skunks
Coyote
Deermouse
Hoary Bat

OTHERS

Western Tiger Swallowtail butterflies
Lorquin's admiral
Carpenter ants
Bumble bee
Pacific Green tree frogs
Red-sided Garter snake
Roughskin newt
Western toad

Natasha Kern
Natasha Kern Literary Agency
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website: www.natashakern.com

August 12, 2002

«Name»
«Representing»
«Mailing»
«City_State_Zip»

Dear «Salutation»:

Thank you for correspondence regarding the potential expansion of the Urban Growth Boundary (UGB). This may be the second reply you've received, but I want to keep you up to date on what has happened since we received your letter. Be assured that your comments have been included as part of the official record.

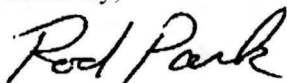
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Again, thank you again for taking the time to submit to Metro your position on this very important issue of determining how and where the region should grow.

Sincerely,



Rod Park, District 1
Metro Council

bcc: COUNCILORS

Michael and Dianna Cave
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Portland, OR 97229

Keith M. Rumgay
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Blue Sky Planning, Inc.
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The Honorable John Williams, Jr.
City of Oregon City
P. O. Box 3040
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Clackamas Economic Development
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21341 S. Ferguson Rd.
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August 12, 2002

«First» «Last»
«Representing»
«Mailing»
«City_State_Zip»

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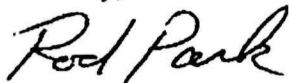
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Sincerely,



Rod Park, District 1
Metro Council

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Mr. And Mrs. Edmund F. Vilhauer
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Portland, OR 97229

