

**From:** "Michael Morrissey" <morrisseym@metro.dst.or.us>  
**To:** <ParkRD@aol.com>  
**Date:** 3/8/01 9:08AM  
**Subject:** Re: reengagement vehicle

I like your approach. Start with a package that meets the requirements for goal 1 citizen involvement. Then consider other objectives and their costs and benefits. Very clean.

MM

>>> <ParkRD@aol.com> 03/08/01 07:33AM >>>

Obviously there has been a lot of concern with the previously unknown 2040 reengagement project. By unknown I mean we knew about it but we didn't know what it was supposed to do or how it was going to benefit the citizens. I still don't know all the parts but I am comfortable enough now with the basic frame to start trying to move it forward as I see this now clearly as part of Goal 1 under periodic review. It stands out like sore thumb when you remove this project from Metro's work plan. Please also remember that the solution to pollution is dilution. (more on this later)

That frame is how do we do citizen involvement to satisfy a variety of citizen and agency needs. What I need to hear described and laid out is the following:

What does the stripped down version of the basic frame for this effort cost and what are the goals to be achieved if we move ahead?

What are the add-ons and what extra things do they hope to achieve if they get them?

Which ones do the staff recommend as being the most important if additional outside funding becomes available and in what order?

There are more questions than this but it helps me and hopefully everyone else to frame the discussion.

Let's push the thoughts back and forth to try get a better product.

**METRO**

May 21, 2001

The Honorable Michael Jordan  
Board of Commissioners  
Clackamas County  
807 Main Street  
Oregon City, Oregon 97045-1819

Dear Commissioner Jordan: *Michael,*

At last week's Natural Resource Committee meeting, I referenced actions that the Metro Policy Advisory Committee (MPAC) made concerning how Metro's regional Goal 5 program should be approached. Specifically, I was referring to the MPAC vote on May 24, 2000, concerning options to either move ahead quickly with the program (and not addressing federal Endangered Species Act [ESA] issues), or taking additional time and likely addressing ESA concerns.

Attached are the minutes of the meeting as well as the May 17, 2000, memo from me to MPAC outlining these options. Based upon my recollection about the meeting and my reading of the minutes, this motion provided support for Metro's regional Goal 5 program for protecting fish and wildlife habitat to include an approach consistent with meeting federal ESA requirements. This also prompted action which initiated the creation of the Goal 5 vision statement that was approved by MPAC. I believe that this will add value for our regional partners by showing one way that Goal 5 and federal regulations can be addressed.

Thank you for taking the time to come to Metro and provide the Clackamas County perspective. We value our working relationship with our fellow local governments.

I would be happy to discuss these materials and this issue with you further should you so wish. Thank you.

Sincerely,

Rod Park  
Metro Council, District 1

Attachments

cc: David Bragdon, Metro Presiding Officer  
Carl Hosticka, Metro Council, District 3, and Natural Resources Committee Chair

**METRO**

May 21, 2001

The Honorable Douglas Neeley  
Board of Commissioners  
City of Oregon City  
P. O. Box 351  
Oregon City, Oregon 97045

Dear Commissioner ~~Neeley~~ *Doug*

At last week's Natural Resource Committee meeting, I referenced actions that the Metro Policy Advisory Committee (MPAC) made concerning how Metro's regional Goal 5 program should be approached. Specifically, I was referring to the MPAC vote on May 24, 2000, concerning options to either move ahead quickly with the program (and not addressing federal Endangered Species Act [ESA] issues), or taking additional time and likely addressing ESA concerns.

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Thank you for taking the time to come to Metro and provide Oregon City's perspective. We value our working relationship with our fellow local governments.

I would be happy to discuss these materials and this issue with you further should you so wish. Thank you.

Sincerely,

Rod Park  
Metro Council, District 1

Attachments

cc: David Bragdon, Metro Presiding Officer  
Carl Hosticka, Metro Council, District 3, and Natural Resources Committee Chair

## NATURAL RESOURCES COMMITTEE MINUTES

May 9, 2001  
Metro Council Chamber

Members present: Councilor Carl Hosticka, Chair, Councilor Susan McLain, Councilor Bill Atherton

Also Present: Councilor Rex Burkholder, Councilor Rod Park and Councilor Rod Monroe

**Chair Hosticka** called the meeting to order at 1:40 p.m.

### 1. CONSIDERATION OF THE MINUTES

The minutes of the April 4, 2001 meeting were moved by Councilor Atherton, and unanimously adopted without revision.

### 2. GOAL 5/FISH AND WILDLIFE HABITAT PROTECTION

Chair Hosticka said the Goal 5 process was lengthy and should be made in small, deliberate steps. The first step would be to make an inventory of what the fish and wildlife habitat is, where it is, and what is really there. The next step would be to determine what is significant. This would be done in two steps and would establish the criteria for significance, and after applying that criteria, which places are significant. Then an environmental, social, economic and energy consequences analysis of protecting or not protecting those identified significant resources would need to be made. The final step would be to prescribe a program for the protection of what has been identified. Right now Metro is at the end of, though not completed with, the first step – the inventory – mapping what is on the ground. We are approaching the step of significance. The two questions we want to consider today are: what type of criteria should we apply to the determination, and, when does the issue of “regional” enter into the discussion. The committee is open to hearing the views of those interested in speaking on this subject, in order to give direction to staff. No determinations will be made until different scenarios have been presented to this committee, as well as, Metro’s different advisory committees, including MPAC. This process will take us to July, 2001.

**Ken Helm**, Legal Counsel, referenced his April 11, 2001, memorandum which was included in the meeting packet. Additionally, he distributed Section C, Fish and Wildlife Habitat Protection, from Title 3, Section 5 of the Urban Growth Management Functional Plan, which is attached and incorporated in the permanent record of this meeting. The 5 steps are greatly integrated into the Goal 5 process. The jurisdictional maps identifying features - the core feature the resource is designed to protect. The staff is requesting identification of the type of data to allow them to finish the inventory, and go on to the significance determination. He reviewed his memo. In conclusion he stated that existing law holds part of the answer; existing policy holds another part of the answer, but it is incomplete. Scientific literature is likely to provide additional information to consider in identifying regionally significant fish and wildlife habitat. MPAC produced a significant work product – the vision statement – which the Council accepted after extensive involvement and review by our local partners and individuals. That vision statement is a good clearinghouse for many policy objectives. **Councilor McLain** referenced a letter from a group of Goal 5 attorneys, and found no disagreement with the state rule as stated in the memorandum. **Mr. Helm** said that was a correct interpretation. The last bullet restates Section 4 of Title 3, 5C, as an acknowledgement of subsequent steps in this process. **Chair Hosticka** summed up saying there is some guidance, but considerable discretion.

**Andy Cotugno**, Director, Planning Department suggested considering criteria that is either functionally based or jurisdictionally based. He gave a brief overview of the different applications used: jurisdictional, local, functional hierarchical, large/small and exempted/excluded. We are currently at the point of looking at the significance of the system, and not yet at the point of defining which parts should what things be done to. **Councilor McLain** mentioned that each of Mr. Cotugno's items were governed by either federal or state law. **Paul Ketcham**, Planning Department, said the staff recommendations were addressed in a memorandum dated April 19, 2001, which was included in the meeting packet. The recommendation was that a science-based approach be used to determine regional resources under State Planning Goal 5. Pages 6, 7, and 8 of the memorandum detail how the functional approach would be exercised by staff, with committee and Council approval. Staff is recommending the science-based approach because: 1. It is consistent with Metro goals; 2. The vision statement would be supported by a science-based approach. 3. A science-based approach would be consistent with State Planning Goal 5. The first step in this process is the inventory – collection and assessment of data that describes the nature of the resources attempting to be protected. 4. A science-based approach is consistent with the Federal Endangered Species Act. 5. There are limited staff resources available.

**Chair Hosticka** opened the meeting to public input.

**Richard G. Kidd**, Mayor, City of Forest Grove, 3022 Watercrest, Forest Grove, OR, representing the Tualatin Basin Natural Resources Coordinating Committee, which is composed of all the mayors of Washington County, and other county officials and water district. He came to the meeting to offer assistance in moving forward step by step. **Brent Curtis**, Planning Manager, Washington County, 155 N. First, Hillsboro, OR, Chair of the Tualatin Basin Goal 5 Natural Resource Steering Committee, who have been working at a technical level on Goal 5. It is the same group that had worked on Title 3 Water Quality. They have focused on providing testimony regarding inventory. Though involved in Metro's process, to date there has been no discussion on making the significance decision. He expressed a desire to work with Metro staff, and hoped that a committee decision to take a functional approach would not be made today, but allow more work to be done on it. Metro Goal 5 decisions will profoundly affect local governments. Sharing responsibility at the local and regional levels can be worked out. **Chair Hosticka** thanked them for their offer of assistance.

**Michael Jordan**, Commissioner, Clackamas County, 906 Main St., Oregon City, OR 97045, provided his written testimony which is attached and incorporated in the permanent record of this meeting. He committed his resources to working with Metro on this Goal 5 issue. Metro has to make functional, biological and scientific choices regarding the significance of regional resources, as well as the regional nature of this process and outcome, and how those relate between Metro's role and the local role. Lastly, Metro has a choice of how it communicates with local authorities, who would like Metro's intended outcomes to be clear from the outset. **Councilor McLain** reviewed the type of approach. **Mr. Jordan** stated that regardless of which outcome was being reached, all parties be very clear about the type of outcome being worked toward. **Councilor Park** said he thought Metro was trying to develop a Goal 5 program that would address ESA. **Mr. Jordan** responded that he is not testifying that Metro should not do that, but rather that if we develop a Goal 5 program that would address ESA, just be explicitly clear from the onset, otherwise significantly different processes and outcomes will result. **Councilor Park** agreed, but said based upon the MPAC vote Metro was trying to design such a program. **Mr. Jordan** acknowledged that Metro has been working toward that goal, but there were apprehensions among local governments about the bar that has been set by the safe harbor, and local governments' ability to put forth their own 4(d) proposals, and having that bar significantly higher than some would want. **Councilor Park** felt additional discussion was needed. **Chair Hosticka** said this committee was charged with doing

Goal 5, as well as directing Metro regarding the 4(d) rule. If they are not being done simultaneously, the differences need to be determined.

**Doug Neeley**, Commissioner, City of Oregon City, 712 12<sup>th</sup> Street, Oregon City, Oregon, and professional statistician. He discussed the differences in "significance." In looking at significant streams, determinations of the various life stages of the animals involved, determining what happens in those streams, determining what connects the streams together – will determine the significance. Different habitats may be needed for different animals during their lifespan. He said moving on a regional basis, a functional approach was extremely important. He stated he felt the sense of the MPAC subcommittee dealing with the vision statement was looking at the broad Goal 5 aspect, not only the 4(d) rule considerations. **Councilor Atherton** added that there are other streams significant to water quality that are not involved in the lives of fish.

**Charlotte Lehan**, Mayor, City of Wilsonville, former founder of Friends of Goal 5. Wilsonville had recently passed their Natural Resources Plan, which encompasses Goal 5, the 4(d) rule, and Title 3. To the greatest degree possible, it was scientifically and ecologically based. Wilsonville does not share its watershed with any other jurisdiction. The difference between local and regional significance is not clear to her. If something is locally significant on a scientific and ecological basis, how can it not be significant on a regional level? There are animals other than fish whose habitat must be considered, greatly expanding regional significance. The functional part should be considered first, looking at the landscape base in making those decisions.

**William Kirchner**, US Environmental Protection Agency, 811 SW 6<sup>th</sup>, Portland, OR 97204, provided written testimony which is attached and incorporated in the permanent record of this meeting. He said determining the significance of a stream or wildlife habitat has always been based on scientific evaluation, including a basic inventory and following a methodology to determine the functionality of that particular habitat. Only ecological and functional criteria should be used in determining which streams and wildlife habitat are regionally significant. An ecological-based approach at a watershed scale is critical to having a legal, defensible and successful Goal 5 program. In a general nature, a sound scientific basis and process are prerequisites to receiving Clean Water Act and Endangered Species Act coverage.

**Marc Liverman**, Habitat Conservation Division, National Marine Fisheries Service, (NMFS) 500 NE Oregon St., Portland, OR 97232. As far as the administration of the Federal Endangered Species Act, it has always been the best use of available scientific and commercial information. Scientific used here, primarily means a rational criteria that is consistent with what we know about fish biology and principles of conservation. NMFS makes determinations about species based on information regarding species' conditions across their range, within their region for the entire species. It is very difficult to make scientific and ecological defensible determinations about the fate of species on a smaller scale than that. The problems salmon face are cumulative and largely habitat-based. He urged Metro to consider ESA as one of many authorities that can help make a better future for salmon and other fish and wildlife species in the Portland area. Scientific significance criteria at the outset are necessary to protect the rest of the Goal 5 process. **Councilor Atherton** asked if an intermittent stream in an upper watershed could be regionally significant. **Mr. Liverman** said it would be if it drains into and has a significant role in the hydrology of a perennial stream that is downstream. If the focus was on the species of interest, its particular life history needs, particular elements of habitat that support its life history needs, and whether that perennial stream has a role for those essential habitat features, it would be easier to see. The cumulative effect makes a difference. **Councilor Atherton** asked if the 4(d) rule would deal with the cumulative impact issue. **Mr. Liverman** responded that the 4(d) rule is a promising tool, but a great deal

of policy development has yet to be done. The answer may lie in Section 4(f)- recovery planning – because it is in recovery planning that the most holistic view of the long-term requirements of the species are considered.

**Jim Middaugh**, Manager, City of Portland Endangered Species Program, submitted written testimony from himself, and from Mayor Vera Katz and Dean Marriott, which are attached and incorporated in the permanent record of this meeting. He said the City of Portland supported the scientific approach and use of a science and political approach. The federal government is going to require a level of scientific information, well beyond regional significance, getting to the heart of density, 2040 and economic development, and urged Metro to provide the information to the local jurisdictions for their individual use. Portland is taking a functional approach to identifying significant areas, and needs to work with their partners, other jurisdictions, citizens and stakeholders to make those decisions. The information developed so far will prove useful to other parties. There is a strong economic and political basis to use good science as Metro moves forward. **Councilor Atherton** asked about the moratorium statute as it relates to protection against irrevocable harm to a natural resource. Has there been any discussion at the City of Portland about invoking the moratorium statute against irrevocable harm to a natural resource – fish. **Mr. Middaugh** was not aware of any conversation in that regard, however, as the significance maps begin to circulate, some of those issues are going to arise.

**Patricia Snow**, Land Use and Water Use Coordinator, Habitat Department, Oregon Department of Fish & Wildlife read her written testimony which is attached and incorporated in the permanent record of this meeting. She supported use of biological and ecological criteria to determine resource significance.

**Jill Fuglister**, Coalition for a Livable Future, 1220 SW Morrison, Suite 535, Portland, OR 97205, urged Metro committees to use the best scientific information available. She said the Tualatin Basin's Natural Resources Steering Committee has urged Metro to include political and jurisdictional criteria in determining which streams and upland habitat are to be designated. **Chair Hosticka** clarified that we have not received any such suggestion into the record. There have been discussions, but such a point has not been urged upon Metro. She continued, political and jurisdictional criteria should not be used to determine significance of natural resources. Other policy advisory groups and the Council can consider these issues once the technical work is completed. Regional resource management decisions should be coordinated on a regional level. She urged expeditious movement on this issue.

**Sheara Cohen**, Policy Associate, Community Development Network, provided written testimony which is attached and incorporated in the permanent record of this meeting. She was pleased that the staff recommendations supported an ecologically-based criteria for evaluation. Jurisdictional boundaries should be addressed at the implementation phase. She urged following ecological and natural basis for determining preservation and restoration.

**Jacob Brostoff**, 1000 Friends of Oregon, said Metro should move forward with a functional and ecological approach to protecting natural resources. A systematic ecological framework in place to protect the health of the entire ecosystem in the region is important. He urged moving forward with best scientific evidence and knowledge available.

**Mike Houck**, Audubon Society, provided written testimony which is attached and incorporated in the permanent record of this meeting. He expressed his surprise at what seemed to be consensus at this meeting, when in fact, there are very significant differences from public testimony and staff recommendations. From the beginning with Title 3 and moving into Goal 5, there have been great differences in opinion with respect to whether all the streams are significant. He supported the staff's

recommendations because it is important to begin with the science, the ecological functions, and work through the politics later. **Chair Hosticka** clarified that we deal with what goes on the record, and these discussions lead to the type of cooperative results over the years, even though we begin with different approaches, after working it through, come close to the same place at the end of the process. **Mr. Houck** stated he hoped we are moving toward a package where we were not continually dividing up the resource. We needed to look at ecosystem function, not case by case situations. His concern is that there be no delay on this particular step of the process. He noted that at this meeting there was a range of representation from affordable housing and transit, discussing ecological issues. We are densifying the region, and policy decisions have been made through the future vision document, the RUGGOs, and the Regional Framework Plan, that the quality of life within the urban growth boundary will be protected. He hoped that the bar would be raised high. **Chair Hosticka** said by the end of the meeting a timetable would be discussed. He said this work must be completed by Fall 2002 because it directly related to the periodic review decisions regarding the size of the urban growth boundary. The resource protection questions need to be addressed first, and in a timely fashion. We need to move with all deliberate speed, but making sure we don't go too fast and fail. **Councilor Burkholder** said the Goal 5 rule actually talks about systems in relationship to riparian corridors. He noticed the repeated use of the word "sites." **Mr. Helm** responded that the term "sites" is a defined term in the Goal 5 rule. A site is a parcel or group of contiguous parcels of land where existing resources are identified. The term does not preclude looking at the Goal 5 resources as a system. The term has no bounds. You can have as many as you need to cover an entire watershed. It is a flexible term and the definition of the various resources, in particular, riparian corridors, fit nicely with the idea of a system approach and certainly do not preclude it.

**Bob Van Dyk**, Ph. D., 2114 C. Street, Forest Grove, OR, strongly endorsed the use of the most ecologically and scientifically based criteria in determining the significance of streams and habitats. Jurisdictional boundaries are a nuisance. Begin with the streams and habitat and deal with the jurisdictions later. Dove-tailing with the 4(d) rule is not synonymous.

**Sue Marshall**, Executive Director, Tualatin Riverkeepers, 16507 SW Roy Rogers Rd, Sherwood, OR 97140 provided written testimony which is attached and incorporated in the permanent record of this meeting. All public waters are regionally significant and should be treated as such in the Goal 5 planning process; adhere to a timeline for adoption and set a firm deadline for compliance by local jurisdictions. **Councilor Atherton** asked if the moratorium issue had ever been considered by the watershed council. **Ms. Marshall** responded that if water quality issues were to be immediately addressed, a moratorium could be placed on stormwater outfalls, being the significant source of pollutants in the Tualatin Watershed. Agriculture follows behind that.

**Tom Wolf**, Council Chair, Trout Unlimited, 22875 NW Chestnut St., Hillsboro, OR, urged consideration of all scientific and functional data available rather than political and jurisdictional data.

**Alan Hipolito**, Coalition for a Livable Future, 4433 NE 35<sup>th</sup> Place, Portland, OR, said Metro has processes in which it can be the most effective regional convener (the Council, MPAC) - equipped to deal with political considerations. He advocates environmental justice, and believes environmental processes and practices have social impact. He said he, and others seeking environmental justice, would be standing by in the post-phase of this project to ensure that environmental goals are protected. He urged giving the technical committee the ability to make the scientific determination. He asked that political considerations be removed.



**Kendra Smith**, Unified Sewerage Agency/Clean Water Services, 155 N. 1<sup>st</sup> Avenue, Hillsboro, OR 97124, was invited by Councilor McLain to speak at this meeting. The agency has taken on a wide scale watershed inventory to address issues of endangered species and the Clean Water Act. The inventory is not a Goal 5 inventory, but will benefit the cities in their jurisdiction. The location of the streams have all been identified, with a center line of streams in floodplains. The floodplain lines, with FIMA's assistance, will be updated. Their latest information will be available on their website and to Metro. **Councilor Atherton** asked about elimination of stormwater to streams. She responded that they looked at culverts and outfalls, and strategies to retrofit them in areas where the stormwater was not pretreated. They plan to integrate the work in larger scale restoration projects. **Councilor McLain** thanked the effort of this group.

**Chair Hosticka** said there were no further testifiers present. **Councilor McLain** said that we need to identify what we mean by a functional response, or a scientific detail, for regionally significant. We need to do this in cooperation with our partners, and also how our partners want to deal with that. We have governmental rules imposed upon us to which we need to adhere. We need to send staff a clear directive after we have identified and totally reviewed that functional approach. We cannot do this job without the science or functional approach. Title 3 was begun with a scientific foundation. **Councilor Atherton** referred to timeline and said the staff should be asked to develop one. **Chair Hosticka** said we have a draft timeline, developed from our first committee workplan. Determinations of regional significance were targeted in July, 2001. There is an MPAC meeting on June 27, 2001, if MPAC review was needed. The staff should draft criteria and show its application in a few model watersheds, or geographical pieces, for this committee by the first week in June. The Goal 5 Technical Advisory Committee, MTAC and MPAC should look at them, and this committee can decide by the end of June or early July. Where the criteria reveals things of significance, then the question of what is regional, what is jurisdictional, how do different jurisdictions approach dealing with those resources should be discussed. In the short run, we should look at what the functional approach would produce. **Councilor McLain** said having attended a prior Washington County meeting, that Washington County wanted to organize their response to what are locally and regionally significant issues. Through Metro's advisory groups, the discussion could continue. **Chair Hosticka** summed up with a request of staff to produce a set of functional criteria, showing how it would be applied to a couple of geographic areas disbursed throughout the region, given the diversity of the region, by early June, to be reviewed by our regional partners before any further determinations are made by this committee. A letter will be sent to those attendees indicating the timeline and future steps.

3. **Willamette Restoration Initiative** – to be carried over to next meeting
4. **Bull Run Study** – to be carried over to next meeting
5. **Resolution No. 01-3070, For the Purpose of Amending the Jackson Bottom - Dairy/McKay Creeks Target Area Refinement Plan to Include Council Creek and Camp Ireland.**

The Chair, at 3:50 p.m., convened executive session pursuant to ORS 192.660(1)(e), deliberations with persons designated to negotiate real property transactions. Those present were the committee members, and Jim Desmond, Open Spaces Department. Executive session was closed at 4:00 p.m.

At 4:00 p.m., the Chair reconvened the Natural Resources Committee, and **Councilor McLain** moved the resolution with a do-pass recommendation.

Vote: The committee unanimously approved Resolution No. 01-3070, and Councilor McLain will carry it to Council.

**6. Councilor Communication**

There being no further business, the meeting was adjourned at 4:02 p.m.

Respectfully submitted,

Patricia Mannhalter  
Council Assistant

:pm

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF  
May 9, 2001

<b>Document Number</b>	<b>Date</b>	<b>Document Description</b>	<b>RES/ORD</b>
050901.01		<u>Fish and Wildlife Habitat Protection</u> from Title 3, Section 5 of Urban Growth Management Functional Plan.	
050901.02	May 9, 2001	Written testimony submitted by Commissioner Michael Jordan	
050901.03	May 9, 2001	Written testimony submitted by William Kirchner	
050901.04	May 2, 2001	Written testimony submitted by Mayor Vera Katz	
050901.05	May 4, 2001	Written testimony submitted by Dean Marriott, Director City of Portland Environmental Services	
050901.06	May 9, 2001	Written testimony submitted by Jim Middaugh, Manager, City of Portland Endangered Species Act Program	
050901.07	May 9, 2001	Written testimony submitted by Patricia Snow, Land and Water Use Coordinator, Habitat Division, State of Oregon	

050901.08	May 8, 2001	Written testimony submitted by Sheara Cohen, Policy Associate, Community Development Network	
050901.09	May 9, 2001	Written testimony submitted by Mike Houck, Audubon Society of Portland	
050901.10	May 9, 2001	Written testimony submitted by Sue Marshall, Executive Director, Tualatin Riverkeepers	
050901.11	May 1, 2001	Email from Mark R. Vossler, Co-Chair, Citizen Action Committee, Tualatin Riverkeepers to Chair Hosticka re: direction to consider scientific functional and ecological data only.	
050901.12	May 7, 2001	Memo from Goal 5 Attorneys Group to Chair Hosticka, re: Legal Issues Related to Metro Identification of Regional Resources (w/ attachments)	
050901.13	May 8, 2001	Letter from Keith Hirokawa to Chair Hosticka re: use of best available science in making important natural resource decisions.	
050901.14	May 8, 2001	Letter from Kemper McMaster to Chair Hosticka re: support of Planning Department's staff recommendation regarding regional significance determination for Goal 5 program.	
050901.15	May 7, 2001	Letter from Lisa Naito, Multnomah County Oregon, to Chair Hosticka re: use of science-based approach.	

050901.16	May 4, 2001	Memo from Dean Marriott, City of Portland Environmental Services, to Natural Resource Committee Members re: use of scientific criteria for assessments of regional significance of streams and wildlife habitats.	
050901.17	May 7, 2001	Letter from Ross Williams, Citizens for Sensible Transportation to Chair Hosticka re: science based use.	
050901.18	May 8, 2001	Email from Tim Skrotzki to Mike Burton re" usage of best scientific information	
050901.19	May 6, 2001	Letter from Laura Hill, President, Rock Creek Watershed Partners to Natural Resource Committee Members re: analyzing in a scientifically credible manner	
050901.20		Submission by Andy Cotugno entitled: Examples of Regional Significance Determination	
050901.21	May 9, 2001	Written submission by Jane Foreman, Friends of Trees/Friends of Tualatin River NWR.	



METRO

TO: Lou Ogden, Chair  
MPAC

FROM: Rod Park, Chair  
Growth Management Committee *Rod Park*

DATE: May 17, 2000

RE: MPAC Consideration of Goal 5 Options

The Growth Management Committee is requesting the advice of MPAC regarding the timing of completion of our Title 3-Riparian Habitat Protection (Goal 5) work. This work also has the potential to address ESA requirements due in June.

Metro is currently working diligently to fulfill its HB 2709 requirements, and has been granted an extension from the Land Conservation and Development Commission (LCDC) to do so by October 31 of this year. A key component of the extension request was the seeking of additional time to finish our Title 3-Fish and Wildlife Habitat Protection functional plan, and deriving a buildable lands estimates therefrom, sufficient to estimate the capacity of the urban growth boundary.

Our Title 3-Fish and Wildlife Habitat Protection work has progressed to the stage of the issuance of a draft "CPR" document that is undergoing review after extensive public feedback. The draft document contained a 200-foot safe harbor approach, along with the ability to develop riparian district plans and other local options.

I am hearing two distinct approaches being discussed by our local partners and individuals. First, continue to develop the Title 3-Fish and Wildlife Habitat Protection program, with the potential to address ESA, according to the current timeline. Second, take sufficient time to finalize a high quality Title 3-Fish and Wildlife Protection program (again with the potential link to an ESA response). Do this with adequate opportunity for involvement and feedback to gain as much acceptance as possible, even if it takes longer than originally planned. As I discussed with MPAC at your last meeting, it would be helpful to know which of the two options MPAC would like to recommend take place. The Growth Management Committee has requested MPAC's opinion on:

1. Should Metro continue its work on Title 3, Fish and Wildlife Habitat Conservation (Goal 5) program, consistent with the 1<sup>st</sup> phase periodic review work plan, which may address ESA requirements. This

option would result in Title 3 functional plan amendments, and adoption of urban growth boundary (UGB) amendments (consistent with Title 3, as amended) by October 31, 2000? or

2. Should Metro allow itself more time to complete its Title 3 Fish and Wildlife Habitat Conservation work, which may address ESA requirements, possibly finishing in winter/spring of 2000-01? Then, for the purposes of completing its October 31, 2000 HB 2709 UGB requirements, assume a riparian management area consistent with state law or federal regulation? The final Title 3-Fish and Wildlife Habitat Conservation impact on the UGB would be addressed through later phases of the periodic review work program.

Option 1 could (based on the draft 200-foot safe harbor riparian management area, on all streams draining more than 50 acres in the region), lead to a UGB expansion estimated in the 1999 Urban Growth Report Update to be as much as 3,500 acres. This potential expansion would be based on a reduction in the buildable land supply needed to accommodate about 15,000 dwelling units.

The UGB implications of option 2 are unknown at this time, but likely result in a smaller October UGB modification than option 1. Option 2 would also likely require some form of agreement by LCDC, as the current work plan submitted to them by Metro includes the adoption of a Goal 5 functional plan, and its use in meeting the buildable land calculations of HB 2709.

management is under development. Councilor Park asked how much of 4(d) was incorporated in the Goal 5 response. He said the Council supported those who wanted a local option to go directly to NMFS if they chose, but that there was no plan to disconnect. If the decision is made to disconnect, then there would have to be a change in what was sent in. The other question he raised was if Metro's Goal 5 was not going to be to the level of being sufficient for a 4(d) response, then possibly the local partners need to understand that they will have to provide their own 4(d) response. Chair Ogden said the right list of questions has not yet been put together.

**5. MTAC UPDATE:**

**6. CONSENT AGENDA:**

**7. COUNCIL UPDATE:** Councilor Park brought up two items for discussion. First, he reviewed a memo in the committee packet containing two options. There are those who support continuing the current work plan by completing Goal 5 by the September deadline so it can be used for the October 2709 number. That would entail a full-blown Goal 5 addressing ESA 4(d) Rule. The other approach would be slower, using a lesser number yet to be determined for the October deadline. That would need LCDC consent, and they have not yet been approached. It would be no less than what is being planned, but at a slower pace allowing greater citizen and district input. The NMFS rule remains unknown until June 19, 2000. According to the timeline, the committee should be directing the Growth Management Committee with draft functional plan language due in June. A decision must be made to either go full out, or take a slower approach. Andy has heard a lot of interest about getting details of the Goal 5 program from various interest groups who desire to express their concerns. It takes time to be responsive to those issues. A hearings process should be started to get the issues on the table for discussion. Doug Neeley said if that were to be done, MPAC should set a date certain to make recommendations on Goal 5.

John Godsey said he thought there ought to be some sort of inventory to serve as an estimate in conjunction with local jurisdictions who are knowledgeable of their own communities. An estimate will probably be the best that can be done. Numbers and estimates are needed to put the program together. Scott Leeding said that if firm figures could be obtained from NMFS by June 19, and hopefully plans could be made from that information. He said whatever can be done to de-couple with respect to putting all of those things in the same spot, because that could cause a huge economic impact both regionally and statewide. He favored going slower and taking more time. Doug Neeley said if we used option two, going slower, the committee would fall back to the current Title 3 requirements in terms of flood management and water resource protection, was that right. Councilor Park said it was correct, however, for estimation purposes, they were planning on using the state Goal 5 safe harbor of 75 feet. Big streams and rivers would use 75 feet, and all the other fish streams, once delineated, would use 50 feet of safe harbor. The question was asked that a timeframe for input response be defined, and

if a quick consensus could be reached it would be fast, if there was a large amount of disagreement, the process would take longer.

<b>Motion #1</b>	Doug Neeley moved for Option 2, under the constraint that MPAC make its recommendation on Goal 5 by December 31, 2000. Lisa Naito seconded the motion.
<b>Discussion</b>	General discussion followed regarding the selection of a date certain. A target date at least provided a goal. It kept the process moving. The time issue surrounding Goal 5 has provided a reprieve for some jurisdictions who have not yet addressed the Title 3 requirements. The receipt of technical data in the Puget Sound area has put their decision off until Fall. Deadlines should be set to get things done.
<b>Vote #1</b>	Carried, 13 yes, 2 no No's were Chair Ogden, John Godsey

Councilor Park's second item was the rural residential rule which had been approved by this committee with regard to the one mile, 20-acres outside the urban growth boundary for LCDC to regulate was questioned by Commissioner Gussie McRoberts. Her question was about what was currently regulated inside the jurisdictional boundary. Interestingly, one mile outside the urban growth boundary regulation remains inside the jurisdictional boundary, and on the other side, regulation is outside the jurisdictional boundary in terms of LCDC. Would it be more appropriate for Metro in cooperation with local partners (Clackamas County and Multnomah County) to regulate what is already inside a jurisdictional boundary and for LCDC to regulate the (mile) outside Metro's jurisdictional boundary. Would MPAC be interested in reviewing this again. Hearings will be held June 8, 2000. What MPAC wants does not make sense based upon the question of the jurisdictional boundary versus the urban growth boundary. Lisa Naito said she thought the committee's discussion intended the jurisdiction to be outside of Metro's urban growth boundary. Discussion followed regarding Metro's regulation of land intended to be urbanized in the urban reserves. Land in the jurisdictional boundary is purposed the same but at a future date. The question is why would Metro not be regulating that land already, and LCDC to regulate the land outside the jurisdictional boundary. Or, does LCDC regulate parts inside and outside the Metro's jurisdictional boundary. From the standpoint of consistency, is the process not clear if LCDC did everything a mile out regardless of whose jurisdiction it was in. Lisa Naito suggested sticking with original proposal, and see what happens.

- 8. AFFORDABLE HOUSING:** This committee was presented with the full presentation on the affordable housing program at its last meeting. Opportunity was now being given for comments on the plan. Metro Code requires that the HTAC presentation be made to MPAC prior to going to the Council. MPAC has 30 days to make a recommendation to Council. If a recommendation is not made within 45 days, it is considered a pass. The presentation at the last meeting was date zero. There was general discussion suggesting overall endorsement of the HTAC



COUNCILOR ROD PARK

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



**METRO**

June 28, 2001

Mr. Scott Forrester, Chair  
Northwest Gresham Neighborhood Association  
2030 NW 7<sup>th</sup> Place  
Gresham, OR 97030-6619

Dear Mr. Forrester:

I have asked staff to address the following clarification for the Northwest Gresham Neighborhood Association with regard to the concept of the Transit Oriented Development (TOD) project in Civic Neighborhood (see attached). I believe this should answer the questions being generated as to the conditions and agreements to the opening of the light rail station on Civic Drive.

I think it's safe to say everyone is excited about the new development. It's a great pilot project for the region's 2040 Growth plan and a benefit for east county. I believe thanks are in order to all who helped make this happen by having the foresight and determination to work through the obstacles toward its formation.

I am available to answer any questions the Northwest Gresham Neighborhood Association may have.

Sincerely,

A handwritten signature in cursive script that reads "Rod Park".

Rod Park  
Metro Councilor, District 1

Attachment

Distribution:

Northwest Gresham Neighborhood Association:  
Wally Thorsell, Vice Chair  
Elizabeth Livingston, Land Use Chair  
Al Baresh, Treasurer  
Barbara Panek, Newsletter  
EPA

# M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736  
TEL 503-797-1540 FAX 503-797-1793



**METRO**

TO: Councilor Rod Park, Metro Council  
FROM: Phil Whitmore, TOD Program Supervisor *Phil Whitmore*  
DATE: June 27, 2001  
RE: Gresham Civic Neighborhood Transit Station

This letter responds to your request for information concerning the funding status and timing of constructing the improvements for the new transit station at Gresham Civic Neighborhood.

## Summary

We have reviewed documents and discussed the Civic Neighborhood transit station with other parties and have concluded that: 1) the initial requirements by Tri-Met for a transit station have not yet been met – the current private development is about 50% of the established threshold; 2) the federal funding sought for the station was conditioned upon additional requirements, which supplemented the original conditions (260 units of housing built above ground-floor retail abutting the transit station and these requirements are being maintained); 3) the Winmar Corporation did not develop housing or mixed-use and was unable to construct the mixed-use project in a timely manner, was unable to meet the conditions of the federal grant and the preliminary commitment for the station funding has expired; 4) Tri-Met provided funds to augment a Transit-Oriented Development Program for Metro to acquire and sell sites next to light-rail stations; 5) Metro has selected Civic Neighborhood in Gresham for mixed-use projects next to the new station; 6) Metro has identified the station funding to come from land-sale proceeds of the sites it has acquired next to the station, or from other federal funds, either TCSP or FTA; 7) land-sale proceeds, or other federal funds, should be available within 12-18 months and 8) because of the topography of the site and the opportunity to integrate the station with the new development, it will be difficult physically, for the station to open until the adjacent buildings are designed and financed, and not likely until they are constructed.

## Background

The Civic Neighborhood is an important effort among public and private partners to help shape a new kind of development that responds to: a) Gresham's vision of helping to define itself as a special place; b) the region's need for the project to be designed to support transit; c) the marketplace and d) to the needs of developers. Properly planned and constructed, a project such as this can generate up to ten times more transit ridership than typical suburban development. This type of site in which the transit station and the surrounding land can be planned and developed as a unified concept is very rare. There are no other opportunities along the MAX eastside with these possibilities at this scale.

Councilor Rod Park  
Gresham Civic Neighborhood Transit Station  
June 27, 2001

The Plan was initiated in 1994 as a Special-Purpose Planning District by the largest property owner at the time, the Winmar Corporation. The resulting plan from the City of Gresham, neighborhood groups, public entities and other interested parties is the Gresham Civic Neighborhood Plan which envisioned a large-scale, mixed-use project of retail, housing, hotel and office. A future transit station was a centerpiece and was to be constructed as part of the new mixed-use project.

In 1996, Gresham and Tri-Met executed an Intergovernmental Agreement (IGA) that called for a transit station to be constructed when a certain threshold of development was reached, although it didn't identify the new station funding sources. According to Michael Kiser of Tri-Met, this threshold translates to 953 housing units; 506,000 sq. ft. of retail or 577,000 sq.ft. of office. The private development in place at this time at the Gresham Station project is slightly more than one-half of this requirement, and it is estimated that with the additional retail and office to be constructed along Civic Drive north of the MAX tracks, this threshold will be met in 18-24 months.

However, it should be pointed out that while the Tri-met/Gresham IGA is still operational, the threshold for the station had additional requirements placed on it by the local CMAQ/ TOD Steering Committee which was administering a program at that time for Congestion Mitigation/Air Quality (CMAQ) funds. As mentioned earlier, when the IGA with Tri-met and Gresham was executed, Tri-Met had not yet secured the funding for the station. Such funding is more difficult than it would seem, since the large capital grant that provided for construction of the light rail has been closed. At that same time in 1996, the Oregon Department of Environmental Quality received an allocation of a category of Federal Highway funds called Congestion Mitigation/Air Quality (CMAQ) to provide for a transit-oriented development program in this region. This program was innovative in that it tried to shape our communities so that transportation was more efficient by the design and mix of land use and unusual in that it allocated a pot of money, defined the types of projects to be funded and identified the administrative structure for implementation, in contrast to the more typical highway project that identifies the project and specifies the funding. This program intended to help cause transit-oriented development projects and funded elements of these projects, rather than "stand-alone" programs or improvements. This meant that CMAQ/TOD would solicit proposals for projects, provide a set of conditions with timelines and fund if the project met those conditions within the timelines. The intention was to demonstrate a series of development projects around the region which, by their design, would reduce congestion and improve air quality by an increase in the proportion of trips taken by transit, walking and biking. Projects such as Belmont Dairy, Fairview Village and Gresham Central were funded by this program. It is important to understand that unlike other projects in the region, the funding from the federal highway was to the program, not to a project. If the project was unable to meet the requirements within the timelines, the money became available for a different project, without amending the grant to the federal government as a typical project change would require.

In May, 1996, the City of Gresham and Winmar were given a preliminary award for a portion of the funding for a station contingent upon a vertical, mixed-use project of "260 housing units above street level, transit-oriented commercial space" ... to be built adjacent to the station. The commitment further stated that "the mixed-use component is important to achieving the CMAQ/TOD program goal to facilitate the construction of innovative transit-supported projects...in the metropolitan area." These requirements were placed due to a federal joint-development statute that required the project be "physically or functionally connected to transit;" the recognition that the Gresham Civic Neighborhood development project would most likely be

initiated from the major auto arterials, Burnside and Division streets, leaving an empty "donut hole" of muddy fields facing the transit station when it opened; and the desire that the station become the focal point of the Gresham Station project. It was intended that the station would become operational when the mixed-use project, which was physically connected to transit, was well along in construction. Without the mixed-use project, the station funding would not have been made from the CMAQ/TOD program because of local requirements, although the station would have been eligible for other federal programs.

Winmar balked at this requirement for the housing/retail mixed-use project, since it intended to develop the commercial portions of the project and have others develop the housing/mixed-use parcels. The initial deadline set by the Committee of December, 1996 was extended twice, eventually to May, 1997, for the developer to commit to the 260 unit housing/retail project adjacent to the station.

Shortly after that, Safeco Properties, parent company of Winmar, announced it was getting out of the development business altogether and all the properties within its portfolio, including Washington Square and the 80 acres in Gresham Civic were for sale. Of course, without a developer, specific plans and commitments at Gresham Civic were not possible, and the mixed-use project came to a stand still.

At that same time, the CMAQ/TOD Program began to wind down, and projects were required to meet the conditions of the preliminary grant award or funding could shift to another project. The Gresham project could not move forward, since the property owner was no longer developing, and was in default of meeting the conditions of the grant.

In addition, at that same time, Metro was gaining approval from the Federal Transit Administration for a TOD Implementation Program, which was to encourage mixed-use and higher-density projects at transit stations. This program differed from CMAQ/TOD in that it acquired and resold development sites and was funded by STP federal funds, while CMAQ/TOD relied upon more conventional site-improvement tools and was funded by CMAQ federal funds. The programs were similar in that both programs focused on helping to cause mixed-use transit-oriented development, rather than funding more conventional transportation projects or elements. By now (in 1997), TOD STP funds had assisted in constructing Civic Drive, and Civic Neighborhood was a priority to acquire land at the station area to assure a mixed-use project. Until recently, this was not possible, since the station area property was owned by two different parties, both wanting to sell larger parcels than the scale of TOD Program funds would permit.

Between March and October 1998, Tri-Met elected to construct the below-grade improvements to the station at the same time Civic Drive was nearing completion in order to save costs and to coordinate with the need for a new crossing at Civic Drive. In addition, the federal grant funds that established the CMAQ/TOD Program were set to lapse in October, 1999, and funds not expended by that time would be lost to another jurisdiction elsewhere. To prevent the potential loss of federal funding to this region, Tri-Met and Metro executed an Intergovernmental Agreement in late 1999 that provided for Tri-Met to use the \$700,000 of CMAQ funds and other federal funds for bus replacement while providing Metro local funds to expand the TOD Program.

In early fall of 1999, Center Oak purchased and optioned the Winmar property, and a few months ago they also gained site control of the Robertson Trust property. Center Oak now has

Councilor Rod Park  
Gresham Civic Neighborhood Transit Station  
June 27, 2001

assembled the property adjacent to the station. The first phase of development of the project known as "Gresham Station " is complete. The TOD program is acquiring the parcels that abut the station for resale to private developers to construct a mixed-use TOD with housing above retail.

### Current

The new station has not yet met the requirements of the Tri-Met/Gresham IGA. While the commitment for the Congestion Mitigation Air Quality funding has expired and the funding shifted the current Metro TOD Program intends to fund the station since Civic Neighborhood is a selected TOD for the TOD Program. The CMAQ objectives in this station are worth maintaining as public purpose and the requirements for a mixed-use development with 260 units of ground floor retail at the station has been continued as a TOD program requirement. The Civic Neighborhood plan is progressing into a first-rate project and it should be recognized by all of us that complex projects such as this take longer than expected.

Because of the importance of the project and the prospects for constructing a mixed-use development at the transit station, alternatives have been preserved to provide for the completion of the station from land-sale proceeds of the sale of the property next to the station. Staff has also discussed the possibilities with Gresham of seeking TCSP funding for completion of the plaza and station. So, the possibility of a station with the mixed-use development is progressing. However, it should be pointed out that completion of the above-ground station improvements will not commence until the private development threshold of the IGA is met, construction is well underway on the private development, mixed use project of housing above ground floor retail, (probably 12-18 months) at the four corners of Civic Drive and the MAX tracks, and public funding is secured for the plaza surrounding the station (no timeline yet). With Center Oak moving aggressively on the next phase of retail development north of the MAX tracks, and the mixed-use project at the station is beginning its pre-development phase, we are hoping that the construction phase of the station will begin in 12-18 months.

We sincerely believe that this sort of public/private partnership will result in a better community. Although the Gresham project has taken longer than initially proposed, the project will have been worth the wait.

We hope this information answers your questions.

PW:

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Distribution List:      Mike Burton – Metro Executive Office  
                                 Fred Bruning, Center Oak  
                                 Max Talbot, City of Gresham  
                                 Dan Cooper – Metro Council Counsel  
                                 Andy Cotugno, Metro Planning Director  
                                 Phil Selinger, Tri-Met  
                                 Wayne Elson - EPA

**TRANSIT ORIENTED DEVELOPMENT PROGRAM**  
***A Demonstration of CMAQ Objectives Through Land Use & Development***

**AGENDA**  
**CMAQ-TOD Steering Committee**

December 16, 1996

1:00 to 3:00

**Purpose of Meeting:** Make Round II Funding Decisions

**I. Gresham Civic Neighborhood**

A. Funding Amount: \$700,000

B. Project Elements Designated for Funding

1. Infrastructure
2. Station Finishings
3. Shelters

**C. Preliminary Funding Conditions**

1. The City of Gresham must secure the remaining \$700,000 of funds need to build the Civic Neighborhood MAX Station.
2. The City of Gresham and the development team must develop an acceptable phasing plan that ensures a specific amount of real estate activity is committed prior to construction of the station.
3. The development team must commit to build a specific amount of mixed use development (residential units over retail) within a specified time period.

**D. Status of Funding Conditions (See Attached City of Gresham Letter of November 27, 1996)**

1. The City had secured all but \$228,800 of the \$2.6 million cost of constructing the new station and requested a six month extension to secure the remaining funds.
2. The City and Tri-Met have negotiated a minimum development threshold that must be achieved prior to construction of the station which collectively generates a minimum of 410 daily originating rides: 0.43 daily rides per dwelling unit = 953 dwelling units; 0.81 daily rides per 1,000 square feet of retail, restaurant or recreation use = 506,170 square feet of retail, restaurant or recreation use; and/or 0.71 daily rides per square feet of office use = 577,460 square feet of office use.

**AGENDA**  
**CMAQ-TOD Steering Committee**  
December 16, 1996

**I. Gresham Civic Neighborhood (cont.)**

D. Status of Funding Conditions (cont.)

3. The City believes that the condition has been met by the Gresham Civic Neighborhood Financing Agreement and the provisions of Section 2.0660 Civic Neighborhood Plan District and that the requirement that the mixed use development occur within a "specified time period" is unrealistic for the Gresham Civic Neighborhood Project.

E. TAC Recommendation:

The TAC supports the role of CMAQ funds in promoting rapid increases in air quality. If the City of Gresham and the development team are not held to a timeline for the development of the private real estate activity, the spirit of the CMAQ program will not be met. Therefore, the TAC recommends that the applicants be given one three month extension until March 1, 1997 to secure the additional funding, commit to building a fixed amount of development within a specific time period and agree to building a specific number of residential units over retail or other commercial uses around the station.

**II. Buckman Heights**

A. Funding Amount: \$100,000

B. Project Elements Designated for Funding

1. Paving
2. Landscaping
3. Streetscape Furnishings

C. Preliminary Funding Condition

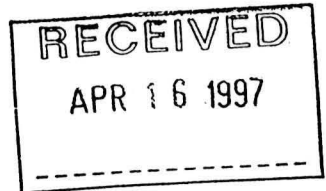
1. The City of Portland and the development team must provide clear direction regarding which CMAQ-TOD elements requested for funding will be approved and/or required by the City under the conditions of design review.

✓ Phil

**TRANSIT ORIENTED DEVELOPMENT PROGRAM**  
**A Demonstration of CMAQ Objectives Through Land Use & Development**

April 14, 1997

Mr. Max Talbot, Community Development Director  
City of Gresham  
1333 N.W. Eastman Parkway  
Gresham, Oregon 97030-3813



Re: Gresham Civic Neighborhood CMAQ-TOD Project : *Funding Conditions*

Dear Max:

Thank you for meeting with us last week to update us on the status of the Gresham Civic Neighborhood Project. As we discussed, the CMAQ-TOD Steering Committee has granted the City and Winmar an extension to May 1, 1997 to meet the funding conditions. The following summarizes our understanding of the status of the funding conditions and the next steps we agreed to take in the CMAQ-TOD funding process.

**Funding Conditions**

1. *Secure the remaining \$228,800 of funds needed to build the Civic Neighborhood MAX Station.*

We understand that the City was awarded a 1998-2001 Regional Flexible Funds grant for this amount. The grant is contingent upon final approval of the \$700,000 CMAQ-TOD funding award. Please provide a copy of your approval letter by May 1.

2. *Prepare a land use phasing plan for the whole project to full build-out indicating anticipated private and public development.*

As we discussed, CMAQ-TOD funds are designated for projects that will leverage innovative, transit supportive developments and result in measurable improvements in air quality within a short time period. The Committee is aware that Gresham Civic Neighborhood is a complex development project with multiple property owners that will evolve and change due to a variety of factors and conditions.

At our meeting, you agreed to prepare a land use phasing plan that (1) describes the anticipated timing, amount and type of development; (2) indicates the expected trigger date to begin construction of the new station and (3) shows the location of each phase on the plan. You agreed to provide this by May 1 so that we can review it prior to the next Steering Committee meeting in May.



3. *Winmar must commit to build a specific amount of mixed use development (residential units over retail) within a specified time period.*

As we discussed, the Committee's decision to make a preliminary CMAQ-TOD funding award to the Gresham Civic Neighborhood was based primarily on the commitment on page 3 of the Gresham Civic Neighborhood CMAQ Grant Application to build approximately 260 multi-family units above street level, transit oriented commercial space. The mixed-use component is important to achieving the CMAQ-TOD program goal to facilitate the construction of innovative, transit supportive projects that are replicable in other locations in the metropolitan area. There is some flexibility in the specific number of units to be built, however, depending on market conditions, financial feasibility and other factors.

You indicated that Winmar will not actually develop the property and therefore Winmar and the City will not agree to this condition. In lieu, you are proposing that the City conduct a development offering which may facilitate the construction of 200 units of vertical mixed-use development south of the station. Please provide the following information by the May 1, 1997 deadline:

- Executed Marketing agreement with Winmar
- Executed Memorandum of Understanding (MOU)
- Request for Development Proposals (RFP)
- Market and financial feasibility studies analyzing vertical mixed-use development if available
- Schedule for RFP Process, development team selection and development agreements
- Alternatives to meeting condition 3 if RFP is not successful

#### Next Step

You stated that you are anxious to secure a final CMAQ-TOD funding decision so that you can either proceed with CMAQ-TOD funding or seek other funds to fill the gap for your project. We are in the process of setting up a May Steering Committee meeting and will notify you of the date and time.

Please feel free to call Christine at 823-3363 or Cheryl at 823-3361 if you have questions.

Sincerely,

*Christine Hermann*

Christine Hermann

cc: John Spencer

grecifunltr loc

**TRANSIT ORIENTED DEVELOPMENT PROGRAM**  
***A Demonstration of CMAQ Objectives Through Land Use & Development***

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January 23, 1997

Mr. Max Talbot, Community Development Director  
City of Gresham  
1333 N.W. Eastman Parkway  
Gresham, Oregon 97030-3813

**Re: Gresham Civic Neighborhood CMAQ-TOD Project**

Dear Max:

I am writing regarding the CMAQ-TOD Steering Committee meeting on Monday, December 16 and decisions made at the meeting regarding CMAQ-TOD funding for the Gresham Civic Neighborhood Project. At the meeting, the Steering Committee decided that the City of Gresham and Winmar be given an extension until April 1, 1997 to meet the following conditions:

- (1) secure the additional funding of \$228,800 for completion of the station funding;
- (2) prepare a land use phasing plan for whole project to full build-out indicating anticipated private and public development; and
- (3) commit to building residential over retail/commercial including a specific number of residential units over retail or other commercial uses around the station by a specific time.

If the applicants satisfactorily meet the funding conditions, the Steering Committee will make a final funding commitment of \$700,000 to the Gresham Civic Neighborhood to be used for station construction and support the transfer of CMAQ-TOD funds from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA).

Please call me at your earliest convenience to discuss the status of CMAQ-TOD funding and the funding conditions for the Gresham Civic Neighborhood Project. I have enclosed the draft Conditions Precedent document that I originally sent you in early October. We would be glad to meet with you to carefully discuss the conditions in the draft agreement because *it is essential that we have an executed Conditions Precedent agreement prior to the CMAQ-TOD Steering Committee meeting in April.*

Sincerely,

*Christine Hermann*

Christine Hermann

Enclosure

cc: John Spencer



**METRO**

July 6, 2001

The Honorable Tom Hughes  
City of Hillsboro  
123 W. Main Street  
Hillsboro, OR 97123

Re: Fish and Wildlife Protection

Dear Mayor Hughes:

Your July 2, 2001, letter to Andy Cotugno asked for clarification about Metro's approach to protecting fish and wildlife habitat under the state Goal 5 and the federal Endangered Species Act. As the elected policy makers of the agency, we felt it imperative that we respond because you raised important policy questions.

In the opinions of the two councilors in attendance at the June 27 MPAC meeting, Mr. Cotugno said nothing that contradicts the publicly stated Metro Council approach to our Goal 5 planning process. For the most part, your letter correctly described the methodical, science-based approach that Metro is taking to fish and wildlife protection—an approach designed to comply with the procedural requirements of Goal 5.

As you may be aware, the approach closely follows the direction established in Metro's Goal 5 Vision Statement, endorsed unanimously by MPAC on October 25, 2000, with direct support from your predecessor Mayor Gordon Faber. This foundational document was painstakingly crafted by an MPAC subcommittee over the course of six months. The overall goal set forth in the Vision Statement bears repeating: "to conserve, protect and restore a continuous ecologically viable streamside corridor system, from the stream's headwaters to their confluence with others streams and rivers, with their floodplains in a manner that is integrated with the surrounding urban landscape."

As a point of clarification, the Metro Council has not yet decided whether it is necessary or desirable to make separate decisions to determine which areas identified in Metro's inventory should be defined as "regional resources" subject to the remaining Goal 5 process. You advocate separate determinations as proposed at MPAC by Washington County. The City of Portland and some others advocate a single determination, arguing that a "significant" resource is by definition a "regional" resource and that all "significant" resources should be defined as "regional" to be considered in the ESEE analysis. The Council will consider both points of view in light of existing Metro policy, the Goal 5 Vision Statement and Goal 5 process requirements.

You asked for a clear statement about whether Metro's efforts "are directed at Goal 5 and not addressing ESA requirements for local governments." Metro's primary goal is to protect fish and wildlife habitat in accordance with Goal 5. However, at an MPAC meeting in May 2000, MPAC endorsed the concept of a Goal 5 program to satisfy at least some federal ESA requirements, if possible. We have also recognized that some local governments may choose to seek their own 4(d) limit directly from NMFS.

This is consistent with the Goal 5 Vision statement. In the program principles set out within the vision statement, the relationship between the Goal 5 program and the Endangered Species Listing is clearly established. "This program is also intended to help local governments address the Federal ESA by preventing the need for additional ESA listings and avoiding legal restrictions that may result from current and potential future listing." "The objective is to obtain Federal approval of this program, so that local governments can use it if they choose."

Goal 5 and the ESA have different but partially overlapping requirements. Goal 5 applies to all significant fish and wildlife habitat and requires a balancing of environmental, economic, social, and energy needs. The ESA applies only to listed species and does not require an ESEE analysis. Where the two bodies of law overlap, Metro will look for opportunities to satisfy both. As an example of this approach, we are exploring the possibility that Metro's existing regional regulations to protect water quality and floodplains (Title 3) might qualify for a "take exception" under the ESA's 4(d) Rule.

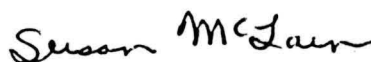
Metro welcomes the West Side jurisdictions' basin-wide approach, "Healthy Streams", to Goal 5 and the ESA. The concept of riparian district planning is still considered as a possible Metro Goal 5 response and is consistent with Metro's intergovernmental agreement with Clean Water Services to participate in and coordinate with the "Healthy Streams" planning process.

We recognize that our response does not answer the ultimate question—what will Metro's program and functional plan look like when it is finally adopted. Metro's entire Goal 5 planning program – with the full support of MPAC to date – is a step-by-step, scientifically sound effort that is scheduled for Council consideration in the fall of 2002, after we complete the other steps required by the state's Goal 5 process. This effort is intended to provide multiple opportunities for local jurisdictions and citizens to contribute to the policy discussion and we urge you to continue to stay engaged. We hope that our reply is responsive to your immediate questions and gives you an accurate picture of the current status of decisions.

Sincerely,



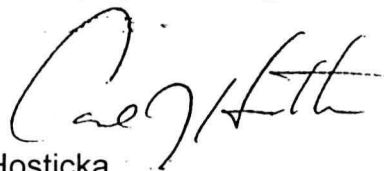
David Bragdon  
Council Presiding Officer



Susan McLain  
Council Deputy Presiding Officer



Rod Park  
Community Planning Committee Chair



Carl Hosticka  
Natural Resources Committee Chair

cc: MPAC  
Tualatin Basin Goal 5 Coordination Contact List

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736  
TEL 503-797-1540 FAX 503-797-1793



METRO

Date: July 9, 2001

To: Metro Council

From: Rod Park, Community Planning Chair *R.P. Hand*

Re: Community Planning Committee Report at the July 5, 2001, Council Meeting

Please accept my apology for the extended Community Planning Committee report by having Mr. Hoglund relate our experience at the June 15th LCDC meeting. The Presiding Officer has rightly pointed out that those times should be reserved for brief monthly reports on committee activities.

In the future when something substantial takes place that I feel staffs' action should be highlighted and commended, I will ask for additional time on the agenda.

RPP:rmb

July 13, 2001

Robert Silverman, PhD  
President  
Mt. Hood Community College  
26000 SE Stark Street  
Gresham, OR 97030

Dear Dr. Silverman:

Thank you for the opportunity to meet earlier this week and for being willing to take part in the next round of Metro's growth discussions. Metro's 2040 re-engagement effort in the next year and a half is intended to provide a significant and constructive dialogue with citizens from around the region about what has been done to guide growth and what challenges lie ahead in protecting the region's livability.

Our public outreach effort is designed to bring together people from throughout the region to discuss these issues, to weigh the options, consider the trade-offs and determine the best course of action. We'll be setting up "table talks" of small groups of citizens around the region to begin this process during the fall of 2001. During March 2002, Metro will host a growth conference followed by satellite "town forums" occurring in different areas spread across the area.

I appreciate your initial interest in supporting these important efforts through the possibility of hosting a satellite town hall, encouraging MHCC staff and students to participate as facilitators and helping to establish table talks at and around the community college campus. These are exciting partnership opportunities for us and hopefully beneficial and rewarding activities for MHCC.

John Donovan from the Metro Council staff will be contacting you in the near future to discuss how to proceed on these potential opportunities. Thanks again for the productive discussion and don't hesitate to give me or my staff a call if you have additional questions or concern.

Sincerely,

Rod Park  
Metro Council District 1



**METRO**

**Council Office Facsimile**

**Date:** 7-17-01

**To:** Tara Widener or Sam Seskin

**Fax number:** 503-274-1412

**Company/Agency:** Parsons Brinckerhoff

**From:** Metro Councilor Rod Park

**Phone number:** 503-797-1547

**Total # of pages:** 4 (including cover page)

**Subject:** I-5 Land Use Survey

Please notify immediately if not received properly.



Portland/Vancouver  
I-5 Transportation and Trade Partnership

LAND USE IMPACTS SURVEY

For purposes of this survey, please assume:

- "Highway capacity" could be new reversible express lanes serving general-purpose traffic, or a combination of HOV and general-purpose lanes. They would extend along I-5 from I-84 in Portland to 134<sup>th</sup> St. in Vancouver.
- Light rail would operate from downtown Portland along Interstate Avenue to downtown Vancouver, to Westfield Shoppingtown via SR500, and south on I-205 to connect to MAX near Portland International Airport (PDX).
- Express buses would utilize HOV or express lanes and would operate from downtown Portland to downtown Vancouver, to Westfield Shoppingtown via SR 500, and south on I-205 to connect with MAX near PDX.
- The "Columbia Corridor" refers to the area extending along Columbia Blvd. from Rivergate (T-6) to I-205.
- "No action" means that no highway or transit capacity would be added.

Please answer the following questions using the 1 to 5 scale below:

1	2	3	4	5
Strongly Disagree	Disagree	No Opinion/ Not Sure	Agree	Strongly Agree

- Q1. 3 Additional I-5 highway capacity is needed to meet the employment goals of Downtown Portland.
- Q2. 4 Light rail transit connecting Portland and Vancouver is needed to meet the employment goals of Downtown Portland.
- Q3. 3 Express bus service from Vancouver is needed to meet the employment goals of Downtown Portland.
- Q4. 3 Additional I-5 highway capacity is needed to meet the employment goals of Downtown Vancouver.
- Q5. 4 Light rail transit connecting Portland and Vancouver is needed to meet the employment goals of Downtown Vancouver.
- Q6. 2 If no action is taken, firms will have a greater incentive to locate in Clark County than in Downtown Portland in the future.
- Q7. 2 If highway capacity is added, firms will have a greater incentive to locate in Clark County than in downtown Portland in the future.
- Q8. 3 Express bus service is needed to meet the employment goals of Downtown Vancouver.
- Q9. 2 Without additional highway capacity, Clark County will not achieve its housing and population goals.
- Q10. 1 Additional highway capacity will help Clark County achieve compact housing and population growth.
- Q11. 3 Improved transit (light rail or express bus) connecting Portland and Vancouver is needed to meet the housing and population goals of Clark County.
- Q12. 4 Additional highway capacity is needed to meet the business and neighborhood redevelopment goals of North Portland.

- Q13. 5 Improved transit (light rail or express bus) connecting Portland and Vancouver is needed to meet the business and neighborhood redevelopment goals of North Portland.
- Q14. 5 Additional highway capacity will encourage housing growth beyond Portland/Vancouver.
- Q15. 1 Improved transit (light rail or express bus) connecting Vancouver and Portland will encourage housing growth beyond Portland/Vancouver.
- Q16. 4 Without additional highway capacity, our industrial areas (Port of Vancouver, Columbia Corridor) will not be able to meet employment growth goals.
- Q17. 5 Without additional transit capacity (light rail or express bus), our industrial areas will not be able to meet employment growth goals.
- Q18. 3 Additional highway capacity will significantly improve the strength of our industrial areas.
- Q19. 4 Additional transit capacity (light rail or express bus) will significantly improve the strength of our industrial areas.
- Q20. 2 Additional highway capacity will increase retail sales/jobs in Clark County.
- Q21. 4 Additional transit capacity will increase retail sales/jobs in Clark County.
- Q22. 4 Light rail transit connecting Vancouver and Portland will improve business development along Martin Luther King Blvd., Interstate Ave., and other North Portland main streets.
- Q23. 2 Express buses connecting Vancouver and Portland will improve business development along Martin Luther King Blvd., Interstate Ave., and other North Portland main streets.
- Q24. 3 Other factors are more important for industrial job growth than improved regional transportation access.

If you agree or agree strongly, please list up to five factors:

- Q25. 3 Other factors are more important for business and neighborhood redevelopment than improved regional transportation access.

If you agree or agree strongly, please list up to five factors:

- Q26. 1 Existing comprehensive plans provide a solid basis for managing transportation demand.

If you do not agree or strongly disagree, please list up to five changes you would make in existing comprehensive plans.

*Low density development allowed in Clark County should be disallowed if at all possible.*

**Thank you for completing this survey.**

**To:** Regional Land Use Assessment Committee Members  
I-5 Transportation and Trade Partnership

**From:** Sam Seskin, John Boroski

**Date:** June 21, 2001

**Subject:** I-5 Land Use Impacts Survey

Please find attached a Land Use Impacts Survey that has been developed to help you think about how changes in transportation capacity in the I-5 corridor could affect future land use and development patterns. More specifically, the survey seeks your opinions regarding the region's ability to meet its major land use goals, some of which are:

- Meeting employment growth targets in Downtown Portland and Vancouver
- Increasing jobs in Clark County relative to population growth
- Meeting regional population growth targets in Clark County and the Metro area
- Encouraging redevelopment in North Portland along regional main streets
- Meeting employment and trade growth targets at the Ports and industrial areas.

In addition, the survey asks you to consider the extent to which policies and land use plans in the Metro area and Clark County should be modified to better manage transportation demand.

Please complete this survey by Friday, July 6 and return it to Sam Seskin at:  
Parsons Brinckerhoff  
400 SW Sixth Ave., Suite 802  
Portland, OR  
97204-1628  
Fax (503) 274-1412

Please note that the committee will revisit these questions later in the summer after it has been able to review information from the following sources:

- Results from Metro's Metroscope (land use) model
- Findings from a panel of national land use experts
- Local and national case study research

All responses will remain confidential and information will only be presented in summary format.

Thank you for your time and consideration in this matter.

**METRO**

July 19, 2001

Fred Bruning  
President, Center Oaks Development  
649 NW Twelfth Street  
Gresham, OR 97030

*Properties**503-666-1233*

Dear Fred,

Metro intends to conduct a community outreach campaign to engage citizens in talking about growth in the region and how it affects quality of life. The objective is to get public input from people within the tri-county area and to incorporate that feedback in making adjustments to the Region 2040 Growth Concept.

There isn't a person in the region that doesn't care about this issue. That's why Metro has spent so much time developing this comprehensive and inclusive campaign, and why Northwest Newschannel 8 has selected this project as one of its primary public involvement projects for the coming year.

We hope this request will give you the opportunity to be a visible, active supporter of your community. A \$5,000 gift from you would sponsor a Community Workshop and Mobile Tour in the Gresham area as part of our regional conference planned for March 2002. Please see page 28 of the attached sponsorship packet for details.

As you'll note, the 2040 Community Conversation campaign is scheduled to begin in the fall of this year and conclude in May 2002. We hope that we've made the cut-off for consideration in your current business planning cycle.

As always, there's a catch. Even though this could be a 2002 sponsorship, there are a number of things that will begin this September. Most important, Metro plans to start producing collateral materials in August and Northwest Newschannel 8 will start its promotion schedule in September. We'd love to make sure that we get your company logo on as many things as possible and would need a commitment by mid-July should you choose to come on board as a major sponsor.

A Metro staff person will contact you soon to follow up. Please don't hesitate to call me at 503-797-1547 if you have any questions.

Best Regards,

Rod Park  
Metro Councilor

COUNCILOR ROD PARK

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



**METRO**

July 26, 2001

Mr. James Barrett  
7610 SE Holgate Blvd.  
Portland, OR 97206-3362

Dear Mr. Barrett:

Although the public comment period has ended on Metropolitan Transportation Improvement Program (MTIP) projects, I welcome your postcard in support of the Springwater Trail, and will include it in the public record. The influence of local jurisdictions (cities and counties) is very influential within the Metro process, so support for these projects from those entities as well as from the citizens of the region is crucial.

You also state that you support light rail and streetcars. I'm happy to hear that because as light rail expands, more traffic will be alleviated. The South Corridor project is looking at continuing the light rail line into southeast Portland, and I encourage and work toward that expansion. As you are probably aware, City of Portland Commissioner Charlie Hales successfully led the streetcar campaign, and we all will benefit from that.

Your support is truly appreciated, and I appreciate you taking the time to let me know what we're doing right.

Sincerely,

A handwritten signature in cursive script that reads "Rod Park".

Rod Park  
Metro Council  
District One

MESSAGE: I support:

1. Lighttrails

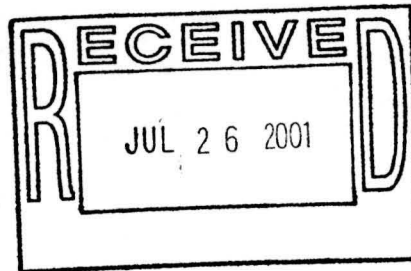
2. Streetcars

3. Now Springwater

NAME: \_\_\_\_\_

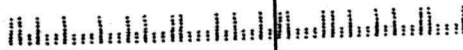
Mr. James Barrett  
7610 S.E. Holgate Boulevard  
Portland, OR 97206-3362

SPRINGWATER NOW!  
P.O. BOX 22542  
MILWAUKIE, OR 97269-2542



COUNCILOR ROD PARK  
METRO COUNCIL  
600 NE GRAND AVENUE  
PORTLAND, OR 97232

3723242733



# COUNCILOR ROD PARK

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



**METRO**

Date: July 27, 2001  
To: All Concerned  
From: Councilor Rod Park, Community Planning Chair *RP/rmb*  
Subject: Time and Date of pre-Community Planning Committee Meetings

After a discussion between Andy Cotugno and myself, we have worked out a solution which should satisfy the needs of everyone involved.

The time and date of the Tuesday pre-Community Planning Committee meetings in room 370-A will not be changing but the order of business will. We will be addressing land use at 12:30 p.m. until approximately 1:00 p.m., and then transportation issues from approximately 1:00 p.m. to 1:30 p.m. This should accommodate the needs of everyone and maintain the most efficient use of everyone's time.

Thank you for your help in finding a reasonable solution.

RP:rmb

Distribution: Metro Council  
Andy Cotugno  
Richard Brandman  
Francine Floyd  
John Houser  
Michael Morrissey  
Mike Hogle  
Ross Roberts  
Mark Turpel

Mary Weber  
Gina Whitehill-Baziuk  
Brenda Bernards  
Chris Deffebach  
Paul Ketcham  
Lydia Neill  
Tim O'Brien  
Gerry Uba  
Bridget Wieghart

**From:** Rooney Barker  
**To:** "paul@eperformancegroup.net".GWIA.MetCen  
**Date:** 8/10/01 10:00AM  
**Subject:** Re: Michaels and Gentemann Properties

I appreciate your invitation, Mr. Grosjean, but staff has been briefing me regularly . . . they have walked the properties (more than once, I believe!). As chair of the Community Planning Committee and as a Metro Councilor (addressing the land use and the parks issues, regionally,

>>> Paul Grosjean <paul@eperformancegroup.net> 08/06/01 02:35PM >>>  
Dear Commissioner Park,

Thanks for the reply. I appreciate your interest in the Michaels and Gentemann's properties. They are both located in the heart of your district and are critical properties. I will offer an invitation to you. Meet me at my house on Hawthorne Ridge and within 30 min. tops we can tour both properties. I will guarantee you will go away with a renewed fervor that these properties must be protected from development. They are special, each in an individual way.

For example, the Michaels property would provide, in addition to its own habitat, trails and forests, direct access for Clatsop Butte and the new full use park recently acquired by Portland and Metro, to Powell Butte and the Spring Water Corridor. It is slated for almost 90 home sites and sits above Foster Road on very steep terrain.

Gentemanns is a steep, heavily wooded area with deep ravines and natural creeks and watershed areas that feed Kelly Creek. A five minute drive through this area will be all that is necessary to convince you that it must be preserved and protected, and enjoyed in its natural condition. It is also slated for nearly 100 home sites.

Maybe I should be addressing these concerns to staff, but as a representative of, and also resident of our outer SE area I really think this is an opportunity for you to help lead these efforts.

I work from my house and am available on short notice for a site visit.

Thanks for your attention and consideration.

Paul  
PVNA  
503-760-0817

Rooney Barker wrote:

> August 3, 2001

>

> Thank you for your recent communication regarding possible purchases by Metro's Open Spaces bond measure program. I am very interested to learn more about the Michaels and Gentemann properties.

>

> This has been a very successful program, purchasing over 7,000 acres to date. Unfortunately, our bond measure resources are running low now, and we clearly will not be able to buy all the worthy sites that may be available.

>

> The Executive Officer and his staff have been given direction on criteria for purchasing property. The Council will also be reviewing the status of the program early this fall, and I will be sure your area of interest is included in our review.



- >
- > Metro will soon be starting a process to develop and open some of its recently purchased bond measure sites. I hope you will be supporting that process as well.
- >
- > Sincerely,
- >
- > Rod Park
- > Metro Councilor
- > District One

*Save this to  
Park 8/7.*

**From:** Paul Grosjean <paul@epformancegroup.net>  
**To:** Rooney Barker <barker@metro.dst.or.us>  
**Date:** 8/6/01 2:40PM  
**Subject:** Re: Michaels and Gentemann Properties

Dear Commissioner Park,

Thanks for the reply. I appreciate your interest in the Michaels and Gentemann's properties. They are both located in the heart of your district and are critical properties. I will offer an invitation to you. Meet me at my house on Hawthorne Ridge and within 30 min. tops we can tour both properties. I will guarantee you will go away with a renewed fervor that these properties must be protected from development. They are special, each in an individual way.

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I work from my house and am available on short notice for a site visit.

Thanks for your attention and consideration.

Paul  
 PVNA  
 503-760-0817

*maybe 29th*

*nice no  
 staff has walked  
 to base on  
 criteria we'll  
 info. o'it  
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>

> Sincerely,

- >
- > Rod Park
- > Metro Councilor
- > District One



**METRO**

September 13, 2001

Fred Bruning  
President  
Center Oaks Development  
649 NW Twelfth Street  
Gresham, OR 97030

Dear Fred,

*Fred*

Thank you so much for your contribution to the 2040 Community Conversation program we are undertaking!!

As we have discussed, this is a high priority for Metro in the coming year and a half. In order to maintain and enhance this wonderful area in which we live, we need to encourage citizens and businesses to get re-engaged in the values that make it so.

We really appreciate your willingness to give funds to support a community workshop in Gresham next March. Your generosity will enable us to reach east county residents much more effectively with our message.

We are pleased to report that in addition to your sponsorship, we now can include Spirit Mountain, Northwest Natural and Hoffman Construction who have committed \$5,000 and \$10,000 respectively to the re-engagement effort. These cash contributions add significantly to in-kind contributions from Starbucks, Portland Tribune and Community Newspapers, Inc. and Northwest NewsChannel 8 commitments to date.

Again, thank you for your contribution and interest. If you have any questions, please feel free to call Karen Withrow in the Executive Office. She can be reached at 503-797-1932.

Best Regards,

*Rod Park*

Rod Park  
Metro Councilor

## COUNCILOR ROD PARK

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



**METRO**

Date: October 4, 2001  
To: Community Planning Committee  
From: Councilor Park, Chair *Rod*  
Re: Pre-Planning Meetings and Quorum Avoidance

We have many items to cover at the Community Planning Committee meetings. In order to organize the meetings in the most efficient way possible for presentation of materials and policy questions, I have been using an organizational pre-planning meeting. The chairs of the Natural Resources Committee and of JPACT have also been attending these pre-meetings. Their attendance has been to facilitate coordination between Community Planning and the responsibilities of their committees. Councilor Burkholder attends the transportation portion of the pre-meeting, as well, on behalf of the Council's representation at JPACT.

This level of coordination has been extremely beneficial in keeping the various work products of staff and the council moving forward efficiently. However, we must avoid a quorum of the Community Planning committee at these pre-meetings. As such, I must request any Councilor wishing to present items at these meetings to request permission from the chair prior to attending.

Mr. Cooper has previously sent out a memo explaining the rules regarding quorums. If you have any questions, please contact Mr. Cooper or me.

RP:rmb  
Attc.

I:\Park\CPC\CPC pre-mtg.doc

cc: Jeff Stone, Chief of Staff  
Chris Billington, Council Manager  
Council Analysts  
Council Assistants

October 5, 2001

The Honorable «FirstName» «LastName»  
«JobTitle»  
«Address1»  
«City», OR «PostalCode»

Dear «Title» «LastName»:

Thank you for meeting with us to share your thoughts on how the 2040 Growth Concept is working or not working in your community. It is always helpful to learn more about your area and to understand your specific issues.

I am enclosing a summary of your responses and would appreciate you reviewing it to ensure we have accurately stated what you said. After your review, I will share this summary with other Metro Councilors and other elected officials in the region to improve our mutual understanding. I will also share it with Department of Land Conservation and Development staff as part of our coordination efforts with local governments for periodic review. Please contact Sherry Oeser at 503-797-1721 or at oesers@metro.dst.or.us, if we have misstated your position. Also, you can always feel free to call me directly at any time.

Thank you again for taking time to think about how regional growth management policies are working in your community and sharing your views with us. I look forward to continuing this dialogue. Metro working in isolation will fail, but working together we can all gain.

Sincerely,

Rod Park  
Metro Council District 1  
Chair, Metro Council Community Planning Committee

RP/SO/srb  
C:\park Local Official Letter.doc

Enclosure

Cc:

<b>Title</b>	<b>FirstName</b>	<b>LastName</b>	<b>JobTitle</b>	<b>Address1</b>	<b>City</b>	<b>PostalCode</b>
Mayor	Jim	Griffith	Mayor of the City of Tigard	13125 S.W. Hall Boulevard	Tigard	97223
Councilor	Craig	Dirksen	Tigard City Council	13125 S.W. Hall Boulevard	Tigard	97223
Councilor	Brian	Moore	Tigard City Council	13125 S.W. Hall Boulevard	Tigard	97223
Councilor	Ken	Scheckla	Tigard City Council	13125 S.W. Hall Boulevard	Tigard	97223
Mayor	Lou	Ogden	Mayor of the City of Tualatin	21040 S.W. 90th Avenue	Tualatin	97062-9346
Councilor	Chris	Bergstrom	Tualatin City Council	18880 S.W. Martinazzi Avenue	Tualatin	97062-7092
Councilor	Bob	Boryska	Tualatin City Council	18880 S.W. Martinazzi Avenue	Tualatin	97062-7092
Councilor	Helen	Cain	Tualatin City Council	18880 S.W. Martinazzi Avenue	Tualatin	97062-7092
Councilor	Steve	Chrisman	Tualatin City Council	18880 S.W. Martinazzi Avenue	Tualatin	97062-7092
Councilor	Ed	Truax	Tualatin City Council	18880 S.W. Martinazzi Avenue	Tualatin	97062-7092
Councilor	Tony	Weller	Tualatin City Council	18880 S.W. Martinazzi Avenue	Tualatin	97062-7092

C:\tigardandtualatin.doc

Meeting with Tigard  
September 10, 2001  
6:30pm Tigard City Hall

Present: Mayor Jim Griffith, City Councilor Craig Dirksen, City Councilor Brian Moore, City Councilor Ken Scheckla, Metro Councilor Rod Park, Metro Councilor Carl Hosticka, Bill Monahan, Tigard City Manager, Andy Cotugno, Metro Planning Director, Brenda Bernards, Metro Senior Regional Planner, Mrs. Hosticka

### **Functional Plan Compliance**

- Tigard is out of compliance with Titles 3 and 6
- Ballot Measures 7 concerns stopped work on Title 3
- Title 6 is being addressed in the City's TSP

### **What are the Major Issues Facing Tigard?**

- the City is doing well on employment and have parity with work force and housing

#### Transportation

- the City is experiencing difficulties with transportation
- it used to be that everyone would be going to Portland in the morning
- now people travel across the city
- the City is talking to Tri-Met to get better service to the Tigard triangle
- want to encourage public transportation use
- need better connections between low income neighborhoods and shopping
- commuter rail should help by getting people to other parts of the region
- State highways are major arterials in Tigard
- needs to be an agreement between the region and ODOT on highway access
- state is closing down some access points and wants the City to build frontage roads
- there is no room for frontage roads and these would make infill more difficult
- 217 and 99W are mostly pass through traffic
- truck routes to avoid Tigard are being looked at
- as there will not be new roads, it is necessary to look at existing roads
- don't want traffic to go through the neighborhoods
- the 217 corridor study will be helpful

#### Density

- historically built ½ acre lots
- starting to see some of these partitioned
- need to stack higher and tighter
- neighbors don't like to see higher densities as it impacts the ½ acre lots
- Tigard is well located and accessible
- not very excited about seeing a different type of housing in Tigard
- not looking for a Hawthorne Blvd.
- it is possible in the Regional Center
- Tigard Triangle looked at the possibility of more mixed use housing
- may happen eventually but it will be the economics that determine it
- congestion is a problem with more density
- in the future expect to see more building height
- solar requirements limit building height in some areas
- will see assisted living facilities develop



### Annexations

- Bull Mountain – studying the feasibility of bringing in this area
- need to know if it is mutually beneficial
- Metzger not interested in being annexed and, at this time, Bull Mountain is the focus
- they utilize City services and need to pay their fair share
- cannot collect SDC's for parks in Bull Mt. as County does not collect park SDC's
- increase of density and scarcity of buildable lands makes it expensive for the City to compete for parks

### Connectivity

- many subdivisions were built with only one entrance and many cul-de-sacs
- the City looked for opportunities to open some up but few opportunities were available
- have improved some through streets
- looked at bicycle connections but stream crossings proved difficult
- the City has a number gated communities and private streets in older neighborhoods
- these make improving connections difficult particularly in small pockets of vacant land, that can be developed but cannot be connected to existing developments

### Parking

- do not want to require parking in the downtown

### Other Concerns

- requirements are being imposed on the City and the larger body should aid in meeting the requirements
- in particular, infrastructure improvements such as roads, parks and sewers
- development helps pay but who will pay the rest?
- regional center is used by more than city's residents and infrastructure should be paid for by all users

### **Urban Growth Boundary Expansion**

the City would not want to see the boundary moved too greatly

if it does move, the region needs to pay attention to infrastructure availability

reduced expansion changes value of property – prices go up – young people have difficulties trying to buy homes

the City does not touch the UGB but do planning for are between the City border and UGB through IGA with the county

if Damascus is brought in moved in, need industrial and commercial lands as well in order not to add to the length of commutes

there are no areas nearby that would serve Tigard if there was an expansion

### **MPAC/JPACT**

- don't have a member on either committee
- don't always get best service
- need a method for non-participants to have more involvement
- although Washington County works well together, can occasionally make better arguments for Tigard's needs
- the City would like to participate in parks funding issues

Meeting with Tualatin  
7:30 p.m. Tualatin City Hall  
September 17, 2001

Present: Mayor Lou Ogden, City Councilors Chris Bergstrom, Bob Boryska, Helen Cain, Steve Chrisman, Ed Truax and Tony Weller; Steve Wheeler, City Manager; Jim Jacks and Stacy Hopkins, Tualatin planning staff; Mike McKillip, Tualatin City Engineer; Metro Councilors Carl Hosticka, and Rod Park; Andy Cotugno, Metro Planning Director; and Marci La Berge, Metro Associate Regional Planner

## **Introduction**

Mayor Ogden opened the meeting with statements praising Metro's efforts. After introductions were made around the table, Councilor Carl Hosticka described periodic review and the purpose of the meeting – to obtain input from the City about Metro's Periodic Review process including how 2040 is working, urban growth boundary (UGB) concerns as well as City concerns and issues regarding regional planning.

Councilor Park provided a historical perspective on land use in Oregon. Andy Cotugno explained the process for expanding the UGB and discussed Exception and Exclusive Farm Use lands.

The following notes summarize Tualatin's comments (both oral and written) regarding the periodic review topics that were discussed at the September 17, 2001 meeting. Comments are organized by topic and are listed under the headings printed in bold.

## **2040**

- In the mid-1970s Tualatin started making Region 2040 type decisions. Thus implementing the Plan has not been a significant issue.
- Job creation and housing are strong in Tualatin.
- The 80 percent minimum density requirement may negatively affect livability.
- Funds are not available for transportation to accommodate densification.
- Assuming transit will alleviate congestion may not be correct. Existing and future densities may not be sufficient for transit. Tualatin's transit payments are much more than the service received.
- There are transportation inefficiencies – an inability to move people, and trucks. We can put densities on the map - but we have not improved access or transportation.
- Tualatin noted that transportation solutions are needed:
  - Nyberg Road overpass over I-5
  - I-5/99W Connector funding
  - Increased Tri-Met service
- There is uneven compliance with the Functional Plan. Tualatin is in compliance, while many other cities and counties are not. Five in compliance are in Washington County. Densities

in Washington County increased in every time period while other areas in the region did not. This causes Tualatin some frustration.

- Financial support from Metro would help Tualatin implement Region 2040.
- Once extraction activities cease at Tigard Sand and Gravel, the land use should change to jobs use.
- Tualatin should be able to move on with what they are doing. Table 1 numbers should be seen as a target. "More assistance (from Metro), less resistance." Metro needs to be better at appreciating differences.

#### **RTP**

- A funding mechanism in the Metro region should be addressed. Tualatin would support a regional funding proposal.
- Tualatin suggested funding projects that were promised when the Westside Bypass was dropped: I-5/99W connector and 217 widening.
- Passenger rail options should continue to be addressed. Metro's support of Commuter Rail is critical to its success. Commuter Rail is the only locally funded rail project in the Portland region.

#### **UGB**

- Process was set up in the 1960s to protect agricultural land. If agriculture is a declining sector in the state's economy, is there a reason to still protect it?
- Tualatin is not aggressively seeking to expand the UGB. Tualatin has a great deal of exception land. In the event that Metro increases the UGB in exception land adjacent to the city, how will Metro coordinate this with the city's own growth goals?
- Tualatin has prepared a prioritized list of three possible areas of expansion.
  1. West. Alternative Analysis Area 14g (old Urban Reserve 44 plus to N and W). About 500 acres south of Tualatin-Sherwood Road and west of 120<sup>th</sup> Avenue.
    - Should be jobs, not housing, due to abutting industrial uses and Gun Club.
    - Enhance transportation system in that area by extending 124<sup>th</sup> Avenue and Cipole Road to south and be connected to 115<sup>th</sup> and 120<sup>th</sup> to the east.
    - 124<sup>th</sup> southern extension would connect to the I-5/99W Connector.
  2. East. Alternative Analysis Area 12b (the old Urban Reserve 34). City completed a Fiscal Impact Study assuming up to 10,000 jobs.
    - Issues are sewer, storm drain, a funding mechanism for streets, and ensuring a long-term water supply is available.
  3. South. Alternative Analysis Areas 14a & f. About 600 acres between Tualatin and Wilsonville.
    - Could be housing in the eastern portion near I-5, and jobs in the western portion near the prison.

- Tualatin would propose to be the planning authority. The primary issue is to protect a corridor for the I-5/99W Connector.
  - If the area is not added to the UGB, urban levels of development cannot occur thereby protecting the area for the Connector.
  - If it is outside the UGB, Tualatin has no authority to protect against incremental UGB movements north.
  - If it is inside the UGB, urban densities would be required and development would occur making it difficult to save a corridor.
- Tualatin is adamant about having the area north of Day Road develop as residential.

### **Trail Systems**

- There is potential for a regional trail system connecting the southern I-5 cities.
  - Tualatin would participate in a regional effort to connect the cities.
  - Tualatin would support receiving regional funding to buy land and build trails.

### **Bond Measures to Purchase Open Space**

- Metro should consider buying land in cities, in the UGB, and Title 3 lands.

### **Fish and Wildlife Habitat Work**

- The city along with other Washington County jurisdictions is assisting Metro in
  - crafting Fish and Wildlife Habitat provisions
  - developing a Tualatin River basin approach
- Tualatin wants the flexibility to develop a program suited to this basin.
- Metro's Fish and Wildlife Habitat provisions should recognize
  - inherent problems restricting development
  - Measure 7
  - U.S. Supreme Court's Dolan v. City of Tigard decision

### **Metro Policy Advisory Committee (MPAC)**

MPAC is more of an issue than Metro Council. MPAC should be a government entity and JPACT more so. The MPAC process is on balance slower and more arduous than JPACT due to the number of participants. Metro has the largest voting block in JPACT.



**METRO**

October 9, 2001

The Honorable David M. Fuller  
Mayor of the City of Wood Village  
2055 N.E. 238<sup>th</sup> Drive  
Wood Village, OR 97060

Dear Mayor Fuller: *Dave*

Thank you for meeting with us to share your thoughts on how the 2040 Growth Concept is working or not working in your community. It is always helpful to learn more about your area and to understand your specific issues.

I am enclosing a summary of your responses and would appreciate you reviewing it to ensure we have accurately stated what you said. After your review, I will share this summary with other Metro Councilors and other elected officials in the region to improve our mutual understanding. I will also share it with Department of Land Conservation and Development staff as part of our coordination efforts with local governments for periodic review. Please contact Sherry Oeser at 503-797-1721 or at oesers@metro.dst.or.us, if we have misstated your position. Also, you can always feel free to call me directly at any time.

Thank you again for taking time to think about how regional growth management policies are working in your community and sharing your views with us. I look forward to continuing this dialogue. Metro working in isolation will fail, but working together we can all gain.

Sincerely,

Rod Park  
Metro Council District 1  
Chair, Metro Council Community Planning Committee

RP/SO/srb  
C:\park Local Official Letter.doc

Enclosure

cc: Rex Burkholder, Metro Council District 5  
Brenda Bernards

Meeting with Wood Village  
September 26, 2001  
4:00pm Metro Center

Present: Mayor David Fuller, Metro Councilor Rex Burkholder, Metro Councilor Rod Park, Brenda Bernards, Metro Senior Regional Planner

Functional Plan Compliance Status  
Title 3

- Wood Village is in compliance with the requirements of the Functional Plan

What are the Major Issues Facing Wood Village?

- having centers throughout the region is important – it is good to decentralize from Portland City Center
- would be nice if there was a center where 90% of needs could be met
- Wood Village has a good balance of residential and commercial base
- hoping to bring in another 1,000 residents
- as development occurs need to maintain amenities that make the region a good place to live
- some industrial property could redevelop
- dog track is a good neighbor but will eventually redevelop
- biggest issue is the sewer system and the City is working it out with Fairview
- water could be a problem over time
- Wood Village depends on wells, the City has a well in reserve but the water table is dropping, in part due to development in Vancouver and Camas
- currently studying the City's water needs, once completed will make a determination whether or not to join a regional water system
- the City is land locked and not many Metro issues have a direct effect
- have sufficient low cost and apartment housing
- in the town center area would like to see more higher end, ownership housing
- would like to extend the Fairview Village style of housing into the Wood Village town center
- in the older part of Wood Village some have done a good job of keeping up their houses but others are run down – elderly, insufficient income or rental units not maintained
- is there a program to assist low income, retired people in the upkeep their homes?
- looking into Gresham's maintenance resolution
- thinking about an Urban Renewal district for Halsey Street
- looking for a theme and how the area should develop
- would like to be able to purchase the 242<sup>nd</sup> connector right of way to expand the adjacent park

**Urban Growth Boundary Expansion**

- given today's economy will we have to move the UGB?
- will we even get the growth we expected?
- where will the jobs be located?
- plan should start by setting an employment center
- other employment uses would be drawn in
- need to plan for the types of industry of the future

- the next wave is going to be high tech but in a different form
- the internet and computers will continue but there will be more artificial intelligence
- also, alternative energies that will be developed will be of a higher tech nature than fossil fuels
- if the UGB is expanded it should be in the Sunnyside area
- this would be a shorter path to what already exists
- would need southern, east/west connection to serve the area

#### **MPAC/JPACT**

- want to better understand how they work
- need East County emphasis in discussion
- land use should be a part of East County discussions on transportation
- as our neighbors are more involved (Troutdale, Fairview and Gresham), we have to become more involved as well
- Troutdale, Fairview and Wood Village need to work together so that they are not overwhelmed

*Park***METRO**

October 10, 2001

The Honorable Richard Kidd  
Mayor of the City of Forest Grove  
P. O. Box 326  
Forest Grove, OR 97116

Dear Mayor Kidd:

*Richard*

Thank you for meeting with us to share your thoughts on how the 2040 Growth Concept is working or not working in your community. It is always helpful to learn more about your area and to understand your specific issues.

I am enclosing a summary of your responses and would appreciate you reviewing it to ensure we have accurately stated what you said. After your review, I will share this summary with other Metro Councilors and other elected officials in the region to improve our mutual understanding. I will also share it with Department of Land Conservation and Development staff as part of our coordination efforts with local governments for periodic review. Please contact Sherry Oeser at 503-797-1721 or at oesers@metro.dst.or.us, if we have misstated your position. Also, you can always feel free to call me directly at any time.

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Sincerely,

*Rod*

Rod Park  
Metro Council District 1  
Chair, Metro Council Community Planning Committee

RP/SO/srb  
C:\park Local Official Letter.doc

Enclosure

cc: Jon Holan  
Vergie Ries  
Susan McLain, Metro Council District 4  
Ray Valone





METRO

October 10, 2001

The Honorable Rod Fuiten  
Forest Grove City Council  
P. O. Box 326  
Forest Grove, OR 97116

Dear Councilor Fuiten:

Thank you for meeting with us to share your thoughts on how the 2040 Growth Concept is working or not working in your community. It is always helpful to learn more about your area and to understand your specific issues.

I am enclosing a summary of your responses and would appreciate you reviewing it to ensure we have accurately stated what you said. After your review, I will share this summary with other Metro Councilors and other elected officials in the region to improve our mutual understanding. I will also share it with Department of Land Conservation and Development staff as part of our coordination efforts with local governments for periodic review. Please contact Sherry Oeser at 503-797-1721 or at oesers@metro.dst.or.us, if we have misstated your position. Also, you can always feel free to call me directly at any time.

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Sincerely,

Rod Park  
Metro Council District 1  
Chair, Metro Council Community Planning Committee

RP/SO/srb  
C:\park Local Official Letter.doc

Enclosure

cc: Jon Holan  
Vergie Ries  
Susan McLain, Metro Council District 4  
Ray Valone

## DRAFT

Periodic Review Meeting with Forest Grove  
City of Forest Grove  
11:00 AM  
Monday, September 10, 2001

Present: Mayor Richard Kidd, City Councilor Rod Fuiten, City Manager Vergie Ries, Community Development Director Jon Holan, Metro Councilor Susan McLain, Metro Councilor Rod Park and Metro Senior Planner Ray Valone

### Introduction

- Councilor McLain opened the meeting with statements about the purpose of the informal gathering – for Metro to obtain input from the City about Metro's Periodic Review process. She talked about the Metro Green Ribbon Committee's recent visit to the Banks wetlands and Cornelius Council creek sites, which are candidates for inclusion on a list of Metro open space sites to receive funding for active public use.
- Ries requested that City staff have a chance to review any materials generated by the committee that relate to Forest Grove.

The following comments, by topic, were put forward and discussed by the group:

### Major Issues facing the City

- Tax generation – the City is facing a tax revenue issue due to the unusually high number of parcels, over 30%, that do not pay property taxes. This is causing a problem for financing of City services.
- Assisted Living Persons – City has the highest percentage of assisted living people per capita in the U.S., which command a large percentage of emergency service calls.
- For these two reasons, the City is considering going to a vote for an operating levy.
- Economic development is now the number one priority of the City Council. Mayor Kidd expressed concern that the City will become a residential community for Hillsboro, which is jobs and industrial land rich.
- The City contingent asked the Metro councilors whether there would be a problem or conflict with the 2040 plan if the City makes land use changes (reallocate land use mix) as a result of a revised economic development plan/strategy. The councilors didn't foresee a problem, and stated that the Metro design type map would need to be changed.

### Challenges to Managing Growth in City

- The City is concerned that the 2040 plan will adversely impact the large-lot historical district south of the Town Center. The City established the area as an historic district via a zoning overlay that will be effective October 30, 2001; regulations for the overlay district, however, have not yet been adopted.
- McLain and Park assured the City that Metro does not have a problem with the City maintaining the area in its historical pattern.

### UGB Expansion / Sub-Regional Need

- The City is not interested in expanding the UGB, but wants to trade one area inside for another area outside. The City would like to remove the area north of the recently completed Hwy. 47 by-pass and add land northwest of this area. The net addition to the UGB would be approximately one acre. The group discussed the issues about

## DRAFT

such a trade. It was agreed that in depth research about the sites in question should be done in order to prepare for any request by the City.

- The Metro councilors discussed the issue of sub-regional need – that the state LCDC needs to either define it or make known to Metro what would be accepted for it. The group discussed the implications to Forest Grove if the City and Cornelius are placed into the same sub-region as Hillsboro.
- The City raised the issue of there being three areas of the City that are outside of the UGB. McLain stated that the Metro Council is working on amending its UGB procedures and that could include procedures to clean up these kind of minor boundary changes. This type of boundary change could also be addressed as part of the Metro Council's Periodic Review of the UGB.

### Additional Capacity Opportunities

- City stated that there is not really additional opportunity within the Town Center without going beyond three stories, which isn't reasonable or feasible.

### Costs Associated with Growth

- Ries stated that the City currently pays for growth to a great degree through service development charges (SDC), as does most other cities; in addition, the City supplements some improvements through grant funding.
- Fuiten thinks that a higher gas tax would help offset costs associated with growth.
- Holan expressed a preference for some kind of regional tax sharing as a way to even out growth costs among the area jurisdictions.

### Changes to Regional Framework Plan (RFP) to Help Community

- The City is comfortable with the RFP as it affects the City.
- The Industrial Area designation of the Fern Hill wetland area, however, is misleading. This area is not developable and therefore skews the amount of acreage available to the City for industrial use.
- McLain and Park agree that it is misleading. McLain requested that Valone help the City with the procedures to amend the Metro design type map during the next map change sequence.

### Other

- The Mayor expressed the City's interest in bringing light rail to the Town Center area; the existing rail right-of-way is perfectly located to serve the City.
- Park stated that the Metro Council looks at 2040 as an investment strategy on how to make that plan work, including transportation funding. The City thinks this is a good idea.

COUNCILOR ROD PARK

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



METRO

Date: October 30, 2001  
To: Community Planning Committee  
From: Rod Park, Chair *RP/rmb*  
Re: Special Meeting, October 30, 2001

The Tuesday special Community Planning Committee meeting will be operating on an extremely tight schedule in order to hear from the eleven jurisdictions asking for extensions and, in some cases, exception requests.

It is my intention to run the meeting as a modified listening post. We are there primarily to hear the underlying facts and context of their requests. I also expect we will need to ask clarifying questions of each jurisdiction on their request. I am requesting the committee please keep questions relevant to the topic at hand, and reserve discussion for the following Community Planning Committee meeting, where staff will be readying remedies based upon what we hear, and our questions.

At the end of this special meeting, the committee will review the proposed schedule for concluding this round of extension/exception requests (below):

- November 6 ..... Community Planning Committee..... Discussion and direction on specific requests
- November 14 ..... MPAC ..... Information
- November 20 ..... Community Planning Committee..... Action, resolution
- December 6..... Metro Council ..... Action, resolution

RDP:MM:rmb  
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November 20 ..... Community Planning Committee..... Action, resolution  
December 6..... Metro Council ..... Action, resolution



**METRO**

November 8, 2001

Domonic Biggi  
Post Office Box 687  
Beaverton, OR 97075-0687

Dear Dom:

We are very pleased that you will be able to make the Metropolitan Policy Advisory Committee (MPAC) meeting on November 14<sup>th</sup> and the dinner afterward with us.

Metro staff will present a progress report on the employment lands studies at MPAC. We feel that it is important for us to hear your business perspective on the industrial lands survey and centers revitalization study Metro is undertaking as part of our 2002 land use decisions. Some of the questions we would like to explore are the following:

- Assess Metro's approach to economic forecasting
- Are more categories of "jobs" lands appropriate?
- Discuss the distinctions in need between commercial and industrial.

Many other questions should be brought up and we encourage a candid exchange of ideas. Attached is a copy of some materials that may add to our discussion and some context for the MPAC meeting.

5:00-7:00PM	MPAC Meeting Council Chamber, 600 NE Grand Avenue
7:00-9:00PM	Dinner at Good Day Restaurant 312 NW Couch Street, Portland
No host dinner:	\$12 per person

We look forward to seeing you on November 14<sup>th</sup>.

Sincerely,

DAVID BRAGDON  
Presiding Officer  
District 7

ROD PARK  
Metro Councilor  
District 1

DB:jas (attachment)

REGIONAL SERVICES



**METRO**

November 8, 2001

Cindy Catto  
9450 SW Commerce Circle, Suite 200  
Wilsonville, OR 97070

Dear Cindy:

We are very pleased that you will be able to make the Metropolitan Policy Advisory Committee (MPAC) meeting on November 14<sup>th</sup> and the dinner afterward with us.

Metro staff will present a progress report on the employment lands studies at MPAC. We feel that it is important for us to hear your business perspective on the industrial lands survey and centers revitalization study Metro is undertaking as part of our 2002 land use decisions. Some of the questions we would like to explore are the following:

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Sincerely,

DAVID BRAGDON  
Presiding Officer  
District 7

ROD PARK  
Metro Councilor  
District 1

DB:jas (attachment)

*Thanks for gathering the right players.*



**METRO**

November 8, 2001

The Honorable Eugene Grant  
Mayor, City of Happy Valley  
1211 SW 5th Ave., 16th floor  
Portland, OR 97205

Dear Gene:

We are very pleased that you will be able to make the Metropolitan Policy Advisory Committee (MPAC) meeting on November 14<sup>th</sup> and the dinner afterward with us.

Metro staff will present a progress report on the employment lands studies at MPAC. We feel that it is important for us to hear your business perspective on the industrial lands survey and centers revitalization study Metro is undertaking as part of our 2002 land use decisions. Some of the questions we would like to explore are the following:

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Sincerely,

DAVID BRAGDON  
Presiding Officer  
District 7

ROD PARK  
Metro Councilor  
District 1

DB:jas (attachment)

Thanks for all you do for the region.





**METRO**

November 8, 2001

Bob Durgan  
6712 N. Cutter Circle  
Portland, OR 97217

Dear Bob:

We are very pleased that you will be able to make the Metropolitan Policy Advisory Committee (MPAC) meeting on November 14<sup>th</sup> and the dinner afterward with us.

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Sincerely,

DAVID BRAGDON  
Presiding Officer  
District 7

ROD PARK  
Metro Councilor  
District 1

DB:jas (attachment)



**METRO**

November 8, 2001

Jacqueline Lescott  
12256 SW Garden Place  
Tigard, OR 97223

Dear Jacqueline:

We are very pleased that you will be able to make the Metropolitan Policy Advisory Committee (MPAC) meeting on November 14<sup>th</sup> and the dinner afterward with us.

Metro staff will present a progress report on the employment lands studies at MPAC. We feel that it is important for us to hear your business perspective on the industrial lands survey and centers revitalization study Metro is undertaking as part of our 2002 land use decisions. Some of the questions we would like to explore are the following:

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Sincerely,

DAVID BRAGDON  
Presiding Officer  
District 7

ROD PARK  
Metro Councilor  
District 1

DB:jas (attachment)



**METRO**

November 8, 2001

Clayton Hering  
121 SW Morrison, Suite 200  
Portland, OR 97204

Dear Clayton:

We are very pleased that you will be able to make the Metropolitan Policy Advisory Committee (MPAC) meeting on November 14<sup>th</sup> and the dinner afterward with us.

Metro staff will present a progress report on the employment lands studies at MPAC. We feel that it is important for us to hear your business perspective on the industrial lands survey and centers revitalization study Metro is undertaking as part of our 2002 land use decisions. Some of the questions we would like to explore are the following:

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Sincerely,

DAVID BRAGDON  
Presiding Officer  
District 7

ROD PARK  
Metro Councilor  
District 1

DB:jas (attachment)

*If you need to leave for PSU, we can connect with you another time more convenient for you.*  
*David*



**METRO**

November 8, 2001

Greg Specht  
15400 SW Millikan Way  
Beaverton, OR 97006

Dear Greg:

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Metro staff will present a progress report on the employment lands studies at MPAC. We feel that it is important for us to hear your business perspective on the industrial lands survey and centers revitalization study Metro is undertaking as part of our 2002 land use decisions. Some of the questions we would like to explore are the following:

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Sincerely,

DAVID BRAGDON  
Presiding Officer  
District 7

ROD PARK  
Metro Councilor  
District 1

DB:jas (attachment)



**METRO**

November 8, 2001

Jim Mark  
111 SW Columbia St., Suite 1380  
Portland, OR 97201

Dear Jim:

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Sincerely,

DAVID BRAGDON  
Presiding Officer  
District 7

ROD PARK  
Metro Councilor  
District 1

DB:jas (attachment)



**METRO**

November 8, 2001

Michael Ogan  
1900 SW 4<sup>th</sup> Avenue, Suite 7000  
Portland, OR 97201

Dear Michael:

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Presiding Officer  
District 7

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Metro Councilor  
District 1

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