



METRO

January 3, 2004

Mayor Mike Weatherby
City of Fairview
1300 NE Village St.
PO Box 337
Fairview, OR 97024-0337

Dear Mayor Weatherby:

This letter is in response to the questions and issues raised by our recent discussions regarding the Alcoa industrial site and potential uses. Unfortunately I will not be able to attend the Fairview City Council meeting on January 7th to speak in person on this important topic.

One of the potential uses for the Alcoa site as proposed by the Port of Portland has raised concerns by many in the local area. Other uses such as warehousing and the build out of the Columbia-Cascade River Vision have also been proposed. The impacts of all these potential uses need to be laid on the table and discussed. I have requested a "cooling off" period until at least March 15, 2004 to which the Port of Portland has agreed. Furthermore, I have volunteered to convene meetings with representatives of the various entities affected by the potential uses of the property, including the current owners.

Independent facilitators from Portland State University's National Consensus Center will be helping me manage the meetings. The center was recently established by the Oregon Legislature to help with developing community solutions. The Port has agreed to provide the funding via a pass-through contract executed by Metro.

I look forward to working with you and the rest of the parties in an impartial, open and inclusive process that the public deserves. A transparent course of action should lead the public and all of the participants to an informed conclusion. The facilitators currently envision two meetings a month for approximately two hours, extending into June 2004. The complete timeline has not been established, as the owners of Alcoa have not yet agreed to an extended working date. Hopefully they will see it also in the best interests of all to enter into this process.

I have attached a letter to the editor that I have submitted for publication on this topic. In it you will find many of the points we have been discussing the past several weeks regarding the potential uses of the Alcoa site. I look forward to working with you and the other community leaders of East County on this important process.

Sincerely,

A handwritten signature in black ink that reads "Rod Park". The signature is written in a cursive, slightly slanted style.

Rod Park, Metro Councilor District 1

cc: Mayor Becker, City of Gresham
Mayor Thalhofer, City of Troutdale
Mayor Fuller, City of Wood Village
Lonnie Roberts, Multnomah County Commissioner
Diane Linn, Multnomah County Chair
East Metro Economic Development Board
Port of Portland
David Bragdon, Metro Council President
Michael Jordan, Metro Chief Operating Officer
Metro Council

Good Decisions Require an Open Process to Get the Facts.

January 5, 2004

Recent proposals for the Alcoa property north of Troutdale in unincorporated Multnomah County and in the city of Fairview have left local citizens, elected officials and business owners very concerned about the potential impacts on their communities. One scenario has the Port of Portland converting the Alcoa property into a train/truck freight distribution site. Another would create a truck-oriented warehousing area. Other ideas, such as the Columbia-Cascade River Vision, would require rezoning the property from the current industrial uses and the cooperation from the property owners as well as a number of the regional players.

However, much of the information necessary to make this important decision is still unknown. No one knows the positive and negative impacts of any of the proposed uses. If the site is converted for commercial purposes, how much will it cost, how many jobs may be created and what kinds? If the site is used as the Port has proposed, how much traffic from cars, trucks or trains will be created? Many have acknowledged that more analysis of transportation, economic development and other issues should occur before any of the proposals move forward.

As the Metro Councilor representing this area, I have been closely following this discussion. There is a commonly held fear that the proposals, particularly the Port of Portland's, will happen immediately. In my role as Metro Councilor, I have asked the Port to agree to a 90-day "cooling off" period to at least March 15, 2004. Port executive director Bill Wyatt has agreed to my request with the understanding that during this time, data will be gathered and an informed discussion can be held among all of the parties concerned about the future disposition of the Alcoa site. I have offered to convene this discussion in order to make certain that everyone concerned has access to the information. To their credit, the Port has generously offered to provide funding for independent facilitation through Portland State University's National Consensus Center so that an impartial, open and inclusive process can take place.

This public process and discussion will lead to the best outcome for the Alcoa site. While we may not all agree after all the information is on the table, at least we can debate using the best possible data.

As a regional policymaker, I have learned that clear communication and creative partnerships can overcome many of the obstacles that have impeded East County's economic and infrastructure progress. For example, the 223rd

under crossing was funded last year through a combination of federal, state and county dollars and only occurred because we brought all three sources together.

The same approach served this area well when Metro moved the urban growth boundary (UGB), which separates urban and developable land from rural areas, to include the Springwater industrial area. Without full participation from the city of Gresham, the county and many, many citizens, this important future addition to the area's job base might have run into problems. Instead, it was one of the most strongly supported additions to the UGB by the Metro Council and the region.

East County needs to take time to gather all the facts before making a reasoned decision with input from all sides. Rushing has proven, time and time again, to lead to choices that have been less than optimal.

I encourage those who have raised concerns about any of the proposals to continue to participate in the debate by becoming involved in the upcoming discussion and analysis. This is the only way we can arrive at decisions that are best for our area, now and in the future.

Rod Park is the Metro Councilor from District 1, representing the cities of Gresham, Troutdale, Fairview and Wood Village as well as parts of rural Multnomah and Clackamas counties.

DATE: January 5, 2004

TIME: 2:45 pm



METRO

Council Office

600 NE Grand Avenue
Portland, Oregon 97232-2736
(503) 797-1540

METRO COUNCIL FAX NUMBER
(503) 797-1793

Please deliver the following material as soon as possible:

TO: Mayor Mike Weatherby

FAX NO: 503-666-0888

FROM: Metro Councilor Rod Park

of pages (including cover sheet): 5

Message: Hard copy to follow in the mail. *Sent 1/5/04*

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January 4, 2004

President Rod Park
METRO
600 N. E. Grand Avenue
Portland, Oregon 97232

Dear President Park:

Subject: Development of the Alcoa, Inc. property in Troutdale, Oregon.

I represent Home Owners living on Blue and Fairview Lakes. These homes are located in the area described by the East Metro Economic Alliance in their "Columbia-Cascade River District Vision" regarding the Alcoa, Inc. property in Troutdale, Oregon

Our community supports this plan.

It is unfortunate that we have lost this basic industry and its major payroll.

Its loss, however, creates an opportunity to replace this closed business with a dynamic community resource.

We are fortunate in that we live in one of the most beautiful areas of the United States. This property is adjacent to the Columbia River, the Troutdale Airport and is the gateway to the Columbia Gorge National Scenic Area. It offers an outstanding opportunity to attract tourism and its related businesses.

The area could easily be developed into a tourist destination as well as an up-scale office campus. Both developments would create jobs equal to or in excess of those lost with the closure of the aluminum plant.

It would be a shame to turn this beautiful resource into another Albina or Brooklyn rail yard. We would not only loose this outstanding recourse but would loose the jobs we need so badly.

Sincerely,

Interlachen, Inc.

Dennis P. Meyer
President





THEODORE R. KULONGOSKI
Governor

January 20, 2004


The Honorable David Bragdon
Metro Council President
600 NE Grand Avenue
Portland, OR 97232-2930

Dear President Bragdon:

Thank you for your work with respect to updating your Metropolitan Planning Organization (MPO) planning boundary. Your work is highly valued given that the MPO is the forum for making cooperative transportation decisions for the metropolitan planning area. I know Metro will do an excellent job in conducting transportation planning for the larger geographic area.

In response to your request forwarded by the Oregon Department of Transportation (ODOT), I am approving the updated Metro Metropolitan Planning Area boundary as shown on the map approved by the Metro Council. I am also requesting that ODOT submit the approved map and supporting documentation to the Federal Highway Administration and the Federal Transit Administration for their files.

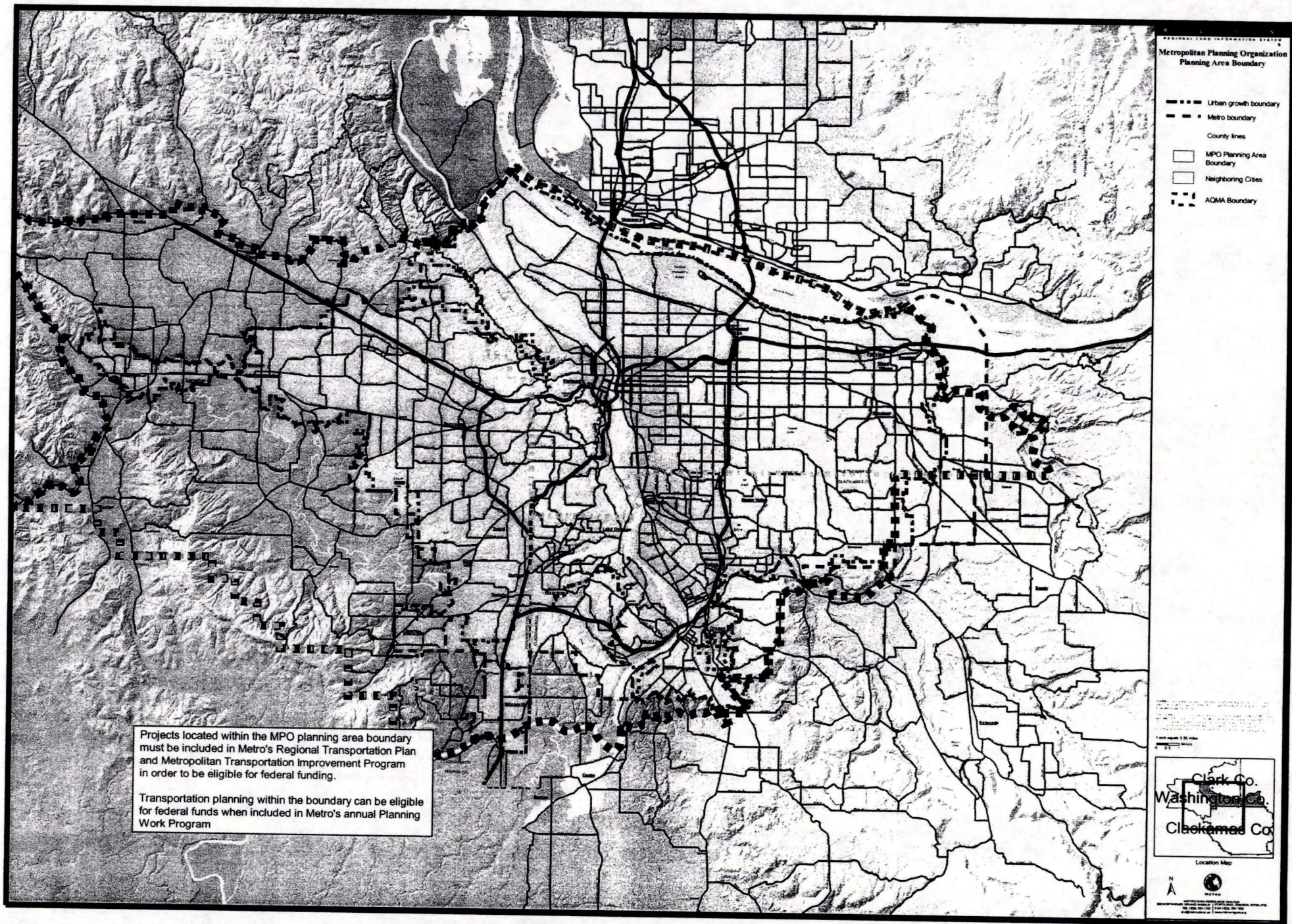
Sincerely,

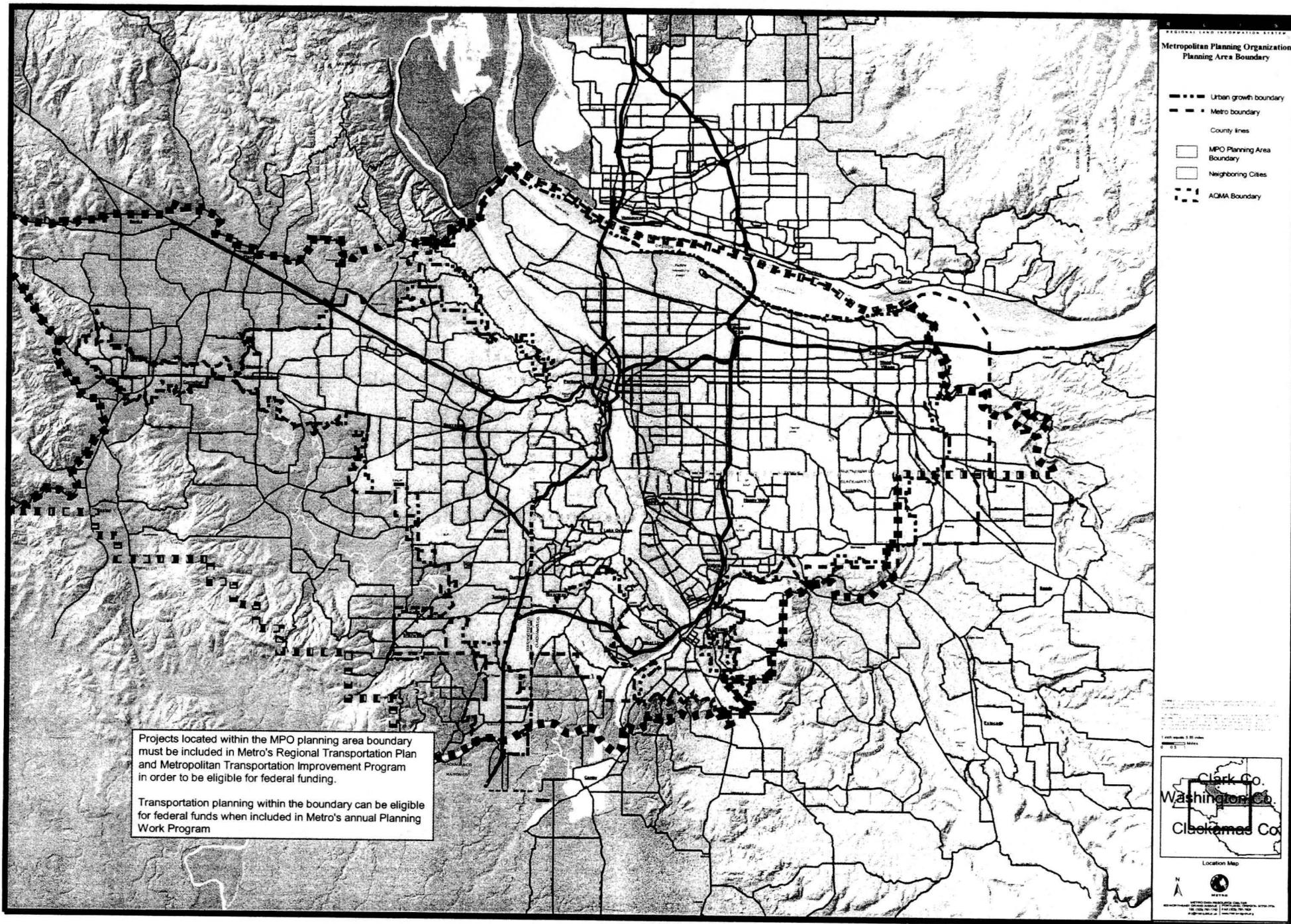

THEODORE R. KULONGOSKI
Governor

Copies (w/attachments) to:
Rod Park, Metro
Andy Cotugno, Metro
Fred Patron, FHWA
Linda Gehrke, FTA
Bruce Warner, ODOT
Joan Plank, ODOT
Craig Greenleaf, ODOT
Martin Loring, ODOT
Matt Garrett, ODOT
Robin McArthur, ODOT

TRK:ODOT:rm







BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DESIGNATION OF) RESOLUTION NO. 03-3380A
THE 2004 REGIONAL TRANSPORTATION)
PLAN AS THE FEDERAL METROPOLITAN)
TRANSPORTATION PLAN TO MEET) Introduced by Councilor Park
FEDERAL PLANNING REQUIREMENTS)

WHEREAS, federal law requires Metro to demonstrate every three years that its Regional Transportation Plan ("RTP") conforms to the Clean Air Act; and

WHEREAS, the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) and the U.S. Environmental Protection Agency last found the RTP to conform to the requirements of the Clean Air Act on January 26, 2001; and

WHEREAS, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Boundary; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; and

WHEREAS, the Metro Council has received and considered the advice of its Joint Policy Advisory Committee on Transportation and its Metro Policy Advisory Committee, and all proposed amendments identified in Exhibit "A" have been the subject of a public review period that began October 31, 2003, and ended December 10, 2003; and

WHEREAS, the Council held a public hearing on the 2004 RTP on December 4, 2003; now therefore,

BE IT RESOLVED that the Metro Council:

1. The 2004 Regional Transportation Plan ("RTP") shall be the federal Metropolitan Transportation Plan.
2. The map in Part 1 (Policy Update) of the 2004 Regional Transportation Plan Update shall be the Metropolitan Planning Organization Planning Area Boundary for purposes of the federal Metropolitan Transportation Plan.

COUNCILOR ROD PARK

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



METRO

January 22, 2004

Mr. Roy Bennion
Parkway Capital, Inc.
520 Pike Street, Suite 1500
Seattle, WA 98101

Dear Mr. Bennion:

Thank you for taking the time to meet with me last week regarding the Alcoa property. I appreciated hearing your perspective on the situation.

The Alcoa property is a site of significant importance not only to the state and the region but also to the residents of eastern Multnomah County most directly affected by its development, as evidenced by the public input into the process of its disposition. That is why I initiated the proposal, accepted by the Port of Portland, to place a hold on decision-making for 90 days until a more inclusive public process could be developed for gathering the necessary information for such an important decision. This is not a decision that can, or should be, rushed into without all the facts about the economic, transportation, and environmental impact of suggested property development.

You can be assured that I will continue to work for a fair, inclusive and thorough process so that the people of this region get the best possible outcome. I look forward to continuing to work with you and all interested parties to achieve a positive conclusion.

Please feel free to contact me with any additional questions or concerns.

Sincerely,



Rod Park
Metro Council, District One

PARKWAY CAPITAL, INC.

520 PIKE STREET • SUITE 1500 • SEATTLE, WA 98101 • (206) 682-6868 • FAX (206) 682-1040 • www.msandorffy.com

January 16, 2004

Councilor Rod Park
Metro Council
600 N E Grand Avenue
Portland, Oregon 97232-2736

Dear Rod:

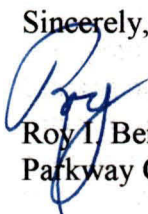
The Fairview City Council meeting last Wednesday evening was an interesting display of grass roots civics at work as well as a business school text case on the do and don'ts of marketing. Your task after nearly five hours of collective sitting was both difficult and thankless. You had a challenging day. I appreciate your taking some of it to meet with me and the candor and courtesy you extended even as we disagreed on several issues.

I do not know who will wind up purchasing the Alcoa property. Ultimately, Alcoa will select a party. If we are selected, as I sincerely hope, the issue will not necessarily reach conclusion. After the Fairview vote Wednesday evening a remaining Port official was heard to say "It doesn't mean anything." With their powers of eminent domain, the process of negotiating for the property may indeed mean nothing. It is clear, however, that there is a growing and increasingly well organized opposition to the property's use as a rail yard.

I remain concerned about the potential restrictions posed by the RSIA process. This holds true even if the fatal 50-acre minimum lot size is dropped. Portland is perceived by much of the outside commercial world as a poor place to do business. Land use policy is a component of that perception and an additional overlay of restrictions will make the process of developing business environments and attracting companies to them that much more difficult. I hope that our elected officials will focus more attention on ways to facilitate attractive commerce including that proposed by the private sector.

We have started a dialogue and I remain more than willing to discuss these issues with you and other members of the Council. I believe your intentions and efforts are directed toward positive outcomes and hope that we will be able to produce favorable results for the area containing the Alcoa property.

Sincerely,


Roy I. Bennion
Parkway Capital, Inc.

JAN 20 2004



METRO

January 22, 2004

The Honorable Linda Malone
The City of Sandy
PO Box 333
Sandy, OR 97055

Dear Mayor Malone:

Please accept my apologies for the delay in responding to your December 15, 2003, letter regarding the Green Corridor/Rural Reserve agreement. I thank you for bringing my attention to this important issue. You have very valid concerns regarding "the spirit of the agreement" particularly as it relates to the lands currently being analyzed for potential industrial set-asides.

My brief conversation with Metro technical and legal staff prompted me to direct them to review the intergovernmental agreement and Metro policy regarding rural reserves. In the next few weeks I'll review their report and recommendations and be able to provide a more substantive response. To that end, I'd like to set up a time to sit down and talk with you about the options available for ensuring that the rural reserve policy remains responsive to the ex-urban communities that it was designed to protect.

My assistant Kim Bardes will be contacting your office to arrange a time when it is convenient for us to meet with you and any members of your council or staff that you choose to involve. I've asked Kim to include Metro Councilor Rod Park in the meeting arrangements in order to most effectively to address the multiple issues that your letter conveys.

I look forward to meeting with you.

Michael J. Jordan
Chief Operating Officer

bcc: Andy Cotugno, Planning Director
Dick Benner, Interim Director of Regional Planning
Rod Park, Metro Councilor, District 1



DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

January 27, 2004

David Bragdon
Metro Council President
600 NE Grand Avenue
Portland, Oregon 97232

Re: 2003 Compliance Report

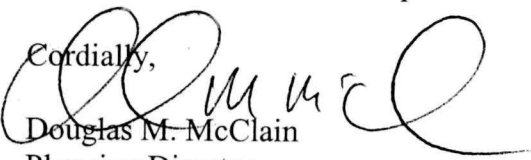
I would like to take this opportunity to update the Council on Clackamas County's progress towards compliance with Title 3. The County has been reviewing identified resources located within the Oak Lodge Sanitary District, the only area where the County's programs are not acknowledged as being compliant with Title 3. The Clackamas County Planning Commission and the Board of County Commissioners (the "Board") have held hearings to review specific proposals. County Counsel has been preparing the formal findings and decision for adoption by the Board. Counsel has informed me that adoption by the Board is expected within the next two weeks. Depending on the nature of this final action, the Board may need to seek review by MPAC, or request an exception pursuant to Title 8.

It is important to note that there are very few resources and very little developable land within this area. The County has acted in accordance with Section 3.07.810E, requiring direct application of Title 3 to land use decisions in the interim. We are confident that we will be able to resolve this matter in the very near future.

I also would like to comment briefly on the County's progress on Title 7 (Affordable Housing). The County has not yet submitted the second report. Our first report explained that the County successfully uses several of the strategies to encourage affordable housing. The Board will review possible amendments to the Comprehensive Plan and Zoning and Development Ordinance to modify parking standards and establish goals for affordable housing. The Board also will be considering possible changes in the System Development Charge Ordinance and permit fees. The Board's consideration is expected near the end of February.

I hope this information is helpful. Thank you for the opportunity to comment.

Cordially,


Douglas M. McClain
Planning Director

PORTLAND STATE UNIVERSITY

Oregon Consensus Program

Post Office Box 751
Portland, Oregon 97207-0751

720 Urban Center
506 SW Mill Street

PHONE: 503-725-9070

FAX: 503-725-9099

WEB: www.orconsensus.pdx.edu

February 4, 2004

Councilor Rod Park
Metro Council
600 NE Grand Ave.
Portland, OR 97232-2736

SUBJECT: Alcoa Site Process Assessment

Dear Councilor Park:


Thank you for your participation in the interviews that we conducted to better understand the range of perspectives on the future development of the Alcoa site near Troutdale. The Oregon Consensus Program has completed its assessment of the potential for a collaborative process to address the issues and concerns. Located at Portland State University, the Oregon Consensus Program provides neutral services to government agencies and other organizations in conflict resolution, collaborative process design and facilitation.

Our conclusion is that it would not be useful to proceed with a collaborative process at this time. However, based on the information we gathered through the interview process, we believe that stakeholders may find it beneficial to participate in a collaborative process in the future.

During our assessment process, we interviewed 15 individuals from the four cities of Troutdale, Fairview, Wood Village and Gresham, as well as from Metro, the Port of Portland, and the Gorge Commission. As you are aware, there is considerable concern about the impacts of inter modal rail facility development. Some of those interviewed expressed the view that a collaborative process could be helpful and that additional information is needed on the traffic, noise and visual implications of various options for development of the site. Others feel that enough information has been presented and that a collaborative process would serve no useful purpose at this time.

If a collaborative process were initiated in the future, it could take several forms. For example, its purpose could be focused on information sharing or fact-finding about a range of development opportunities. Alternatively, a collaborative process might be aimed at achieving consensus among a broad range of stakeholders on a development plan. If circumstances change and there is interest as events unfold, the Oregon Consensus Program is available to work with you and other community leaders to design an appropriate process.

Thank you again for this opportunity to work with you.


Sincerely,
Greg Wolf, Director

GW:rar



Thanks for
your help Rod.

March 10, 2004

TO: Metro Council; MTAC Members

FROM: Charlotte Lehan, Mayor
City of Wilsonville

SUBJECT: Hosticka Amendment to the Regional Framework Plan—Ordinance No. 04-1041

Before you is a very important issue that will greatly impact the entire region for generations. This is not an overstatement. It requires your careful consideration and thoughtful debate. The decision is not about a particular piece of property or whether it is any better than another for industrial expansion. The decision is about what our region will look like for all of the generations that follow us. It is about how we nurture our rich agricultural lands that are the leading industry for Clackamas and Marion Counties and the second leading industry in Washington County. Do we support sound land use planning or don't we?

Some say the timing for a policy discussion on industrial land expansion is not yet ripe. Clearly, the time has come for this discussion, as Metro indicated it would nearly a year ago.. The Metro Council and staff have now applied the relevant criteria and technical analysis to the original 60,000 acres of land under consideration. From that, the total has been reduced to about 29,000 acres in search ultimately of about 2,000 acres. Even if Metro were to apply more technical criteria, the likelihood that that would get them to the amount of land sought would be highly doubtful. As we experienced with the "Newman map" applying more technical criteria doesn't necessarily get us to the most desirable lands.

For these reasons, the Metro Council directed its legal counsel to determine policy areas that could be applied to the decision making process to further reduce the acres of land under consideration. The Council has spent several work sessions discussing this with staff over the past few months as has MPAC. It is the next logical step. Since this is a decision that must be made by the end of June 2004, the timing of considering policy as a filter seems appropriate.

The policy framework MPAC and the Metro Council are using to apply to the next level of decision-making is based on the Regional Framework Plan. There are some very important points in the RFP that speak to this issue:

- Goal 14 of the State Land Use Planning Goals directs that agricultural land must be protected. Land south of the Willamette is primarily Class I and II soils and of high agricultural value—among the finest in the world.
- Goal 14 also stresses the efficient use of land in a compact urban form and targeting public investments to reinforce that compact urban form. Jumping the Willamette River where there is not adequate infrastructure nor a compact urban form violates the RFP.
- The RFP directs that there is continued growth of regional economic opportunity, balanced to provide an equitable distribution of jobs, income, investments and taxing capacity throughout the region. Again, cheap green farmland next to I-5 on the south side of the Willamette will not allow for the equitable distribution of jobs or taxpayer investment. It will harm economic opportunities in other parts of the region.
- State and regional land use policy supports the 2040 Growth Concept that provides that public investment coordinate with local comprehensive and regional functional plans. All

of the cities of the region and the unincorporated county areas have planned and invested in their infrastructure to help meet their plan goals. Not only would development south of the Willamette divert investment away from other jurisdictions, but it would also put into jeopardy the investments the region and the individual communities have made to be economically competitive.

- The RFP stresses that there should be a clear distinction between urban and rural lands that makes the best use of natural landscape features. Clearly, the Willamette River is the only distinguishing natural feature between Portland and Salem.
- According to the RFP, the success of the 2040 Growth Concept depends on the maintenance and enhancement of Regional and Town Centers as the principal centers of urban life in the region and should be pedestrian and transit friendly and reduce auto dependence. Allowing industrial development south of the Willamette where basic urban services are only available by freeway would promote sprawl and would violate this basic principle of the RFP.
- The Regional Framework Plan denounces sprawl. Expanding the Urban Growth Boundary south of the Willamette River promotes linear sprawl along I-5 and increases pressure to maximize infrastructure investments by adding yet more land.

One also should question the need for another 2,000+ acres of industrial land outside the UGB. At a recent presentation at Metro, Joe Cortright and Mary Jo Waits stressed that freight movement industries are declining and should not be our focus. According to these economists, the clustering of people and ideas together is far more important than freight movement. When asked by a member of the audience why then is the Port of Portland and the state focused on freight movement as the economic panacea, they replied: "Because they are operating based on the old economy, not on where the new economy is headed."

I would also point out that Area F, or the South of the Willamette piece under study is 1059 acres, not just the Langdon Farm property of 174 acres. We are not making individual parcel decisions in this process, we are determining which large tracks of land in which general areas can and should be reserved for industrialization in the future

In an irony that many have noted, Charbonneau, among the most significant planning mistakes in the state's history, is also largely responsible for the last 30 years of sound land use policy in Oregon. Charbonneau happened before land use planning goals were in place, just as the City of Wilsonville was first incorporating. It provided much of the initial impetus for Senate Bill 100 and the emphasis on protection of farm and forest lands. While Charbonneau is a beautiful community, its residents are cut off from basic urban services, schools, churches, parks, stores – with their only access by way of Interstate-5. Access has been an ongoing issue for residents, businesses, and employees within the Charbonneau district. For the last 30 years, in an effort to not compound the error, Wilsonville has planned no further expansion or infrastructure provision outside the Charbonneau area.

For these and many other reasons, I believe that the time is indeed ripe to develop broad policy directives about how the Portland Metro region should relate to the Willamette Valley over the long term. It is not enough to look at technical criteria alone. And without a clear policy we will find ourselves in the midst of this controversy every 3-5 years, fueling land speculation and price swings that are themselves damaging to the stability of agriculture in the Willamette Valley. I encourage MPAC and the entire Metro Council to support Carl Hosticka's amendment to draw the southern regional urban growth boundary at the only natural geographic boundary we will ever have there: the Willamette River.



March 10, 2004

Real Estate / Property Management

4706 N.E. Glisan
Suite 101
Portland, Oregon
97213

Tel 503.215.3188
Fax 503.215.6678

Councilor Rod Park
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilor Park:

We greatly appreciated the opportunity recently to meet with you and talk about the Title 4 planning process. Our goal was to listen to your perspectives, plus underline how important it is for METRO to provide for new health care facilities, including medical office buildings and clinics, to meet the increasing needs of a growing population. We believe strongly that your process should expressly address these facilities.

Specifically, for the Title 4 process, we are urging that medical offices and clinics currently allowed in the general industrial sites (non-RSIA sites), as outlined in local government ordinances acknowledged as of the effective date of the Title 4 ordinance, should be allowed to continue.

We are vitally interested in these issues as we are planning to expand in the metropolitan area. Unless your process takes into account the increasing demand for medical services, expansions planned by Providence, as well as other area providers, will not be able to proceed. As I mentioned, we will need two parcels of land each with a net developable acreage of 25-30 acres, as well as between six and eight parcels of land each with approximately 10 acres in size for outpatient facilities (i.e. medical clinics). As we discussed, the critical elements for siting medical services include access and visibility. Patients that are elderly as well as those who may be in distress need to be able to locate a care facility quickly and easily. As well, it is our mission to serve those most in need in our community and often they travel by means of public transportation. As such, a location on a major arterial with access to mass transit is imperative.

These developments will include a substantial number of new family-wage jobs in the region – jobs that cannot be created unless we have access to appropriate categories of land. As you know health care is an industry that is both an expanding and extremely stable sector of the economy.

I have attached a brief fact sheet to this letter, which outlines what we need in the way of developable land and provides a summary of the reach and extent of our operations in the metro area. I've also enclosed a new publication "A day in the life..." which I think you will find provides an excellent overview of what Providence provides to the communities we serve.

If you have comments or I can provide additional information, please feel free to get in touch with me or other members of the team that met with you recently. You can reach

me at 503-215-6575 or e-mail at dana.white@providence.org. Our representatives can be reached as follows:

Dave Fiskum, 503-544-8625 or davef@cfmsalem.com
Delna Jones, 503-880-2822 or comdlj@aol.com

With warm regards,

A handwritten signature in black ink, appearing to read 'Dana White', with a large, stylized initial 'D'.

Dana White
Regional Director, Real Estate/Property Management
Providence Health System – Oregon

cc: Dave Fiskum
Delna Jones
Mike Robinson

FACTS ABOUT PROVIDENCE HEALTH SYSTEM

OUR LAND NEEDS IN THE METROPOLITAN AREA

In the next 10 years, we need:

- ❑ Two parcels of 25-30 net developable acres that would be suitable for new medical centers.
- ❑ Six to eight parcels of between 5-10 acres that would be suitable for new medical office buildings or clinics.
- ❑ Sites need to have visibility and accessibility to major arterials and mass transit.

WHO WE ARE IN THE REGION AND STATEWIDE

- ❑ Providence Health System operates three award-winning hospitals in the metropolitan area – Providence St. Vincent, Providence Portland and Providence Milwaukie
- ❑ Providence Health System serves 37% per cent of patients in the Metro area
- ❑ Providence Health System is the second largest private employer in Oregon, with nearly 14,000 employees, 11,120 of them in the metropolitan area
- ❑ Providence Health System partners with many organizations in Oregon that serve the poor and vulnerable – the American Red Cross, the Oregon Food Bank, the Ameriteen Program, Gately Youth, Northwest Parish Nurse Ministries, Essential Health Clinic, Virginia Garcia, Monika's House, Community Action Organizations and various school partnerships

March 31, 2004

Mr. Rod Park
Metro Councilor, District One
2100 S. E. 282nd Avenue
Gresham, OR 97080

Via Fax: 503 663-2696, Page 1 of 2

Dear Councilor Park:

I'm writing today to express my opinion on Metro's "Planning for the region's industrial land", in particular, my community located in "Oregon City East". I do not think that rezoning our area for industrial use is a good idea for several reasons, as follows:

We do not meet Metro's full criteria.

1) Access to transportation facilities (within two miles of major interchange): The Oregon City East area is more than two miles from a major interchange. Sandalwood Road at Holcomb Blvd. for instance is 2.7 miles from Redland Road near Hwy. 213. The land selected North/Northeast of Sandalwood is going further away from that major interchange.

The intersection of Highway 213 and Redland/Abernathy/Holcomb Roads functions at Level I of Service F during the peak morning and evening rush hours. It currently takes a minimum of two signal cycles and sometimes three) just to access Highway 213 from the feeder roads that lead to it. The addition of large tractor trailer rigs traveling up and down Holcomb Road would increase the length of signal cycles even further.

Also, it is clearly inappropriate to put heavy trucking industries in a residential area or to have them travelling through residential areas where children are walking, playing and skateboarding.

2) Proximity to other industrial uses (within one mile): The closest industrial company operating today is 2.7 miles from Sandalwood Road. Hilltop, Pam and Stoltz are closer, but also further than one mile from current industrial uses. The use of Oregon City East is primarily residential, farmland and ranches.

3) Less than ten percent slope: This study area is accessed by Holcomb Blvd., which is a narrow and steep road with blind curves. One blind curve is at an intersection with the local elementary school. The road runs through established residential neighborhoods, including several new subdivisions, which have and will continue to put an additional burden on the road traffic. Hilltop Road at Holcomb slopes down to Sandalwood Road at about 14% as a road sign indicates. It also has a curve and during the winter months has become impassible, piling cars off the road in the ditch. Big rigs would not do well there. Also, the braking noise would be horrible to endure.

Mr. Rod Park
Metro Councilor, District One
March 31, 2004
Page 2 of 2

Other accessible roads into the farmland of the Holcomb Creek area are easily out of the criteria for accessibility, but are Bradley Road, accessible from Gronland Road leading to Carver, which is very, very steep and narrow with many, many curves. Bradley also accesses Redland Road, but is about five miles from Hwy 213 at the intersection of Bradley at Redland.

4) Other criteria:

Sewer and water: The residential areas of Oregon City East (the lands being considered) are currently on septic systems and we are not incorporated into Oregon City. There is a water pumping station right at Holcomb and Sandalwood Road to service homes with water, but industrialization would put a burden on that water pump.

Holcomb Creek: Holcomb Creek is located in the farmland North/Northeast of Sandalwood Road. The farmland completely flooded in 1996 where water rose above and over the road. The farmland became a wetland. This is a fish and wildlife habitat, where waters flow down into the Clackamas River and then into the Willamette River. There would be pollution and contamination issues that would be very detrimental to this sensitive area.

Established Neighborhoods: Sandalwood Road, Stoltz Road, Pam Road and Hilltop Road are all beautiful, quiet, established older neighborhoods, with families who want to grow and prosper in their very nice community. Industrialization would ruin it. It would run families out, homes would be lost, children would be uprooted, noise levels would be horrible from traffic. We live here because we chose this area for our homes, our sanctuaries away from the city, away from pollution and noise. We don't want this to happen here. We are very concerned and determined to stand together as a community in this matter to prevent this change!

Please, do not further consider Oregon City East in your proposal and land use study for industrial zoning.

Sincerely,

Dixie Fraser

Dixie Fraser
16020 S. Sandalwood Road
Oregon City, OR 97045
(503) 656-7798, Fax: 503 557-8616

CC Mr. David Bragdon, Council President
Mr. Brian Newman, Councilor, District Two
Mr. Carl Hosticka, Councilor, District Three
Ms. Susan McLain, Councilor, District Four
Mr. Rex Burkholder, Councilor, District Five
Mr. Rod Monroe, Councilor, District Six



LEWIS & CLARK
COLLEGE



April 12, 2004

Rod Park
District #1
Metro
600 SE Grand Avenue
Portland, OR 97232-2736

RE: Goal 5

Dear Councilor Park:

The Draft Goal 5 Phase 2 ESEE Analysis document before the Council on April 15 (Resolution No. 04-3440) has not addressed the concerns we raised several months ago about the importance assigned to the economic, social and energy values associated with Lewis & Clark College in the ESEE analysis process. Lewis & Clark College remains concerned that if these values are not sufficiently recognized at the ESEE Analysis step - where we now find ourselves - it will set the stage for even more difficult decision-making in the Program Development step to come. Making preliminary decisions to Allow, Limit, or Prohibit conflicting uses on the basis of the Draft ESEE analysis currently before the Council may result in decisions that do not take into account the ESEE values assigned to institutions of regional significance.

We believe that overlooking important economic, social and energy values associated with our institution and other institutions of regional significance, the current Draft ESEE Analysis sets the baseline level for protection of resources higher, in relation to competing human use values, than it should. This is the result of the virtual invisibility of certain institutional uses in the ESEE methodology. We brought this issue to the Metro Council's attention in a memorandum from Westlake Consultants, dated October 29, 2003, (copy attached).

Currently, Lewis & Clark College is providing field resource inventory data to Metro staff, and we are attempting to continue our dialogue with staff about the results of the ESEE analyses in particular. However, we are not convinced that making Allow, Limit or Prohibit decisions in the Program Development phase of the project will be either easier or more effective without a through understanding of the institutional campus-

related issues that should be developed in the ESEE Phase. Repeatedly we have been assured by staff that work products accepted by the Council at each interim stage of the Goal 5 process (i.e., Goal 5 inventory mapping, Draft ESEE Analysis) will be subject to - and accessible for making - corrections and revisions at subsequent stages, in light of updated information. We look forward to staff's heightened focus on resolving these issues in the coming months, and we trust that some revisions of both the Inventory mapping and the Draft ESEE Analysis will result from that process, prior to Metro's adoption of a resource protection program.

Thank you for your consideration of our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Sestric". The signature is fluid and cursive, with the first name "Michael" written in a larger, more prominent script than the last name "Sestric".

Michael Sestric
Campus Planner

Cc Jane Atkinson, Provost
 David Ellis, VP, Secretary and General Counsel
 Lee Leighton, Westlake Consultants
 Thomasina Gabriele, Gabriele Development
 Christina Deffebach, Long Range Planning Manager

DATE: October 29, 2003

TO: David Bragdon, Metro Council President
Metro Council

FROM: Lee D. Leighton, AICP

RE: **Metro Goal 5 ESEE Analysis Issues and Requests**

CC: Christina Deffebach, Metro
Michael Sestric, Lewis & Clark College
Steve Pfeiffer, Perkins Coie
Nancy D'Urso, Perkins Coie

Executive Summary of Issues and Requests

- Adjustments are needed to correctly represent certain institutions' economic, social and energy values within the Draft ESEE Analysis. Lewis & Clark College wishes to provide Metro with specific supporting information for making such adjustments with respect to Lewis & Clark College campus sites, prior to adoption of components of the ESEE Analysis in final form. **Metro needs to clarify for its constituents the process it will use for receiving and responding to new information from property owners as part of the draft ESEE Analysis finalization process, over the coming months.**
- The draft Economic Analysis uses a variety of indicators (e.g., assessed values, employment density, Region 2040 node location) to identify economic values associated with land areas. However, these particular indicators tend to downplay the economic significance of some educational institutions' campuses. **Before the draft economic analysis is considered complete, the Metro Council should direct its consulting economists and staff to examine the effects that use of the indicators listed above has on institutional campus sites, and apply corrective adjustments to affected campus locations within the analysis area. Lewis & Clark College expects that such an examination will demonstrate that the relative economic value associated with its campus areas – Law School, Fir Acres (Main), and South Campus – should be increased, and that this revision should be reflected in revised mapping of economic values as part of the economic analysis.**

- The Social and Energy Analysis elements of the draft Goal 5 ESEE Analysis document are heavily biased in favor of environmental conservation and restoration values, to the diminishment of competing – but real and important – other social and energy values and consequences. **These elements should be scrutinized and revised to arrive at more balanced analysis results.**
- At institutional campus locations, the potential for severe, moderate, or slight impacts on master development plan implementation – with corresponding impacts on associated economic, social and energy values – does not necessarily correspond directly with the development limitation concepts formulated by Metro for the ESEE Analysis (i.e., strictly, moderately, and slightly limit). Moreover, at this time Metro has not published any specific programmatic descriptions corresponding to the development limitation concepts, e.g., indications of the spatial requirements each category would involve for resource buffering or other strategies. As a result, it is literally not possible to assess the impact each limitation concept would have on campus master plan follow-through. **In the upcoming program formation phase, Metro should consider the effects of specific proposed protective measures on campus areas, in light of approved master development plans, using information provided by owners of affected campus sites. Protective environmental measures should avoid impinging on institutions' ability to follow through on master planned development, by making an "allow" decision at specific locations, by allowing mitigation measures to compensate for resource impacts, or through some combination of similar methods.**
- The process of long-range campus master planning, as practiced by Lewis & Clark College, includes identification and consideration of resource values, in a process that requires local jurisdictional approval in a public hearing process. **Such master planning – where the duration of the resulting local jurisdiction approval is seven years or more – should be recognized as an appropriate local-level Goal 5 environmental program implementation mechanism within the Metro region.**
- As part of the implementation process, local jurisdictions will be required to adopt new local regulations consistent with the Metro Goal 5 inventory and analysis work. Within that process, local jurisdictions should have authority to adopt revised local resource inventory maps that more correctly represent the status of resources at that time, based on evidence developed by the local jurisdiction or submitted by constituents. **The implementing language the Metro Council ultimately adopts should clearly identify this authority on the part of local implementing jurisdictions.**
- To help reduce severe impacts, especially on institutions that have engaged in long-range master planning for development over time, **program implementation should include flexible mitigation measures, to allow master planned development to proceed while protecting and enhancing resources at less critical locations.**

This information is presented on behalf of Lewis & Clark College, as testimony concerning the proposed Metro Council endorsement of the Draft Goal 5 Phase 1 Economic, Social, Environmental and Energy (ESEE) Analysis, per proposed Resolution No. 03-3376.

Interest. Lewis & Clark College is interested in Metro's Goal 5 ESEE process because:

- Anticipated regulations could directly impact the College's ability to follow through on its long-range planning.
- The College uses an environmentally informed approach to campus planning, beginning with physical inventories and resulting in sensitive, landscape-driven use concepts and plans.
- **In practice, institutional master planning is consistent with resource conservation goals, and should be recognized as a viable resource conservation strategy in the implementation program formation process.**

Purpose. Lewis & Clark's engagement in the ESEE Analysis and Program phases of the Goal 5 process is intended to:

- Raise awareness and visibility (within the analysis parameters) of the educational institution's important economic, social, and energy values.
- Provide the best available technical information about environmental features and functions within campus areas. The College has worked with Fishman Environmental Services to develop detailed environmental inventory information for campus areas, which we shared with the City of Portland for use in the Healthy Portland Streams project.
- Help Metro develop program implementation measures that include recognition of the value of master planning and long-range development visioning on the part of institutions, which demonstrably yield benefits in all four Goal 5 elements (Environmental, Social, Economic and Energy factors).
- **Lewis & Clark wants to be part of the regional solution by helping Metro complete an ESEE Analysis that is well-rounded with respect to institutional uses in the region, including, of course, Lewis & Clark College in particular).**

Institutions and Region 2040. The Metro Region 2040 Growth Concept de-emphasizes the importance of educational institutions in several subtle but significant ways:

- Institutions as development/activity nodes are not given adequate consideration as a component of the Region 2040 Growth Concept and mapping.
- Several educational institutions in the region, including Lewis & Clark, are not located in designated Region 2040 Design Type areas (other than inner or outer neighborhoods).
- Nevertheless L&C contributes to Region 2040 objectives through its master planning, which embodies Region 2040 values; examples:
 - **Housing:** Expansion of on-campus housing as approved in the College's Conditional Use Master Plan, for up to 600 students, is analogous to mixed-use development and offers similar benefits (community vitality, reduced VMT/congestion, etc.) Additional housing opportunities are possible on properties already owned by the College, but not currently included in its Master Plan boundary, or in the surrounding community if permitted by zoning regulations.

- **Affordable Housing:** Because college students typically live in low-cost rental housing, every unit of housing the college builds reduces demand on affordable housing in the market. 600 more students on campus equal about 200 units of affordable housing in other parts of the city.
- **Transportation:** Private shuttle services, good pedestrian and bicycle circulation, and convenient access to TriMet transit service reduce demand for single-occupant vehicle travel. Employee Commute Option surveys have shown that Lewis & Clark's program has increased the overall mobility of its faculty, staff and students, while reducing vehicle miles traveled (VMT). For every additional student or employee who lives within walking distance of campus, we can conservatively expect a trip reduction of 1.5 to 2 trips per day. Based on the College's 2002-2003 ridership survey, the College's shuttle bus services accommodate over 106,000 riders annually.
- **UGB:** Denser development, especially housing, takes pressure off the need for expanding the UGB. On- and near-campus college housing is part of the regional housing solution.
- **Development Density:** By building more densely and providing services for both the college and surrounding community, we use our land more efficiently. The College's Master Plan calls for multi-story buildings that will accommodate space needs while preserving existing resource areas and defining open space quads throughout the pedestrian-oriented campus. At completion, building floor area will be double the square footage when the Master Plan was first approved by the City of Portland (1.8 million square feet, compared to 900 thousand).
- **In practice, educational institutions further important Region 2040 design goals, effectively creating dense, mixed-use environments. These functional contributions should be recognized in the context of the Goal 5 ESEE Analysis.**

Economic Analysis Issues. The methodology used in the economic analysis is substantially "blind" to the real economic value of higher education institutions, for several reasons, e.g.,

- Nonprofit entities are not subject to the same property tax assessment rules as private properties. As a result, using assessed valuation of property as an indicator of economic value tends to yield artificially low values at non-profit campuses. This effect is reflected in the mapping contained within the draft economic analysis document.
- These low values are misleading because institutions are substantial employers, as well as preparing students for productive careers in the future workforce.
- Metro zoning categories do not account for "institutional" zoning. As a result, some educational institutions, including Lewis & Clark, are located in residential zoning in the Metro analysis data. This tends to further reduce economic value attribution in the economic analysis.
- To the extent the economic analysis method increases values in designated Region 2040 Design Type node locations, it consequently undervalues existing centers of educational employment and related economic activity that are not at nodal locations, i.e., in Inner Neighborhood or Outer Neighborhood areas.

- In the draft economic analysis, employment density is used as a measure of economic value; however, the campus setting of some educational institutions dramatically reduces the statistical density of their employment as compared to city centers – even though activity may be concentrated in a small portion of the overall campus holdings.
- Institutions contribute to a diversified economic base and relatively stable employment base. These contributions are not recognized qualitatively or quantitatively in the economic analysis. Thus some institutions' economic values are more masked than revealed by the economic analysis method.
- **Before the draft economic analysis is considered complete, the Metro Council should direct its consulting economists and staff to examine the effects of the factors listed above, and apply corrective adjustments to affected campus locations within the analysis area. Lewis & Clark College expects that such an examination will demonstrate that the relative economic value associated with its campus areas – Law School, Fir Acres (Main), and South Campus – should be increased, and that this revision should be reflected in revised mapping of economic values as part of the economic analysis.**

Social and Energy Analysis Issues. The Social and Energy elements of the draft ESEE Analysis are deficient for many of the same reasons listed above as a critique of the economic analysis. More particularly:

- The social value contributions of educational institutions are not adequately recognized.
- Energy efficiency contributions arising from the mixed-use aspects of campus environments (close integration of campus housing, recreation facilities, offices and classrooms/meeting rooms; transportation demand reduction strategies; and so forth) tend to be overlooked.
- Transportation Demand Management (TDM) programs managed by most institutions substantially reduce single-occupant vehicle (SOV) usage; however there is no clear mechanism for recognizing the energy benefits associated with such programs.
- The social element of the ESEE analysis essentially, and almost exclusively, sets out an advocacy position for the social value of wildlife protection. It does not address the social value of our institutions (education, public services, government, health care, etc.) through a mapping process comparable to the economic analysis maps. This begs the following questions:
 - What is the social value of institutions that contribute to Region 2040 Concept Plan implementation?
 - What are the real energy benefits associated with the mixed-use characteristics achieved by master planned institutional campuses?
 - How will Metro recognize and respond to those values in the program development phase?
- **The Social and Energy Analysis elements of the draft Goal 5 ESEE Analysis document are heavily biased in favor of environmental conservation and restoration values, to the diminishment of competing – but real and important – social and energy values and consequences. These elements should be scrutinized and revised to arrive at more balanced analysis results.**

Local Adoption Phase of Program Implementation.

- Lewis & Clark College anticipates that the implementation process will be similar to that of Title 3, that is, the Metro framework will require local jurisdictions to adopt local regulations consistent with Metro's program.
- Within that framework, local jurisdictions should be allowed to incorporate new and more detailed information in locally adopted significant resource inventories and program implementation maps, in a manner consistent with the "Map Administration" provisions associated with Title 3 (MC 3.07.340.E).
- Unlike Title 3, this mapping flexibility must allow for changes that recognize all types of mapping errors, even to the extent of removing "resources" mapped by Metro in the Goal 5 Inventory phase, but which are demonstrated to be non-existent or incorrectly classified on the basis of detailed, site-specific field inspection reports at the time of local adoption.
- **Metro should clearly recognize the importance of local discretion to respond to timely information, including revised resource inventory mapping, when local implementing ordinances are being considered for adoption.**

Mitigation Measures as an Element of Program Implementation.

- In many urban locations, but especially for institutional campuses where substantial long-range utilization and development planning is the norm, inflexible new environmental regulations would be very disruptive, with potential to severely compromise the intended follow-through of the best-laid plans.
- Institutional uses are generally not mobile or geographically substitutable in the way that business operations can be. In that sense, they are captive at their campus locations.
- The implementation program should allow flexible mitigation techniques to be used in cases where resource impacts will be associated with continuing implementation of established master plans.
- Rather than obstruct master plan follow-through, mitigation provisions would, for example, allow for compensatory resource remediation, enhancement or creation activities at other resource locations where there is less conflict with economic, social and energy factors.
- **In the context of master planning for long-term use and development of institutional campus sites, flexible provisions should allow mitigation actions to compensate for resource impacts. This approach will give institutions and permitting jurisdictions critical "balancing" strategies, allowing them to weigh the impacts and costs of development proposals, and arrive at workable solutions that can offer "no net loss" – and possibly even net benefit increases – in resource values within the region.**

Potential Goal 5 Impacts on Lewis & Clark College Property

Summary of existing site and program conditions:

- Land Area (including acres in conservation zoning)
 - The total area zoned for Lewis & Clark College development (IR) and included in the College's long-range development plan is approximately 137 acres.

- Approximately 30% is already in environmental protection classification.
- Resource area expansion opportunities identified in the Goal 5 and Healthy Portland Streams projects may combine to result in a 120 percent increase in areas regulated by some type of conservation zoning (about 80 acres in HPS and about another 10-15 in Metro Goal 5). The majority of this increase is in locations critical to the College's long-term development strategy, where development has already been approved by the City of Portland as part of the College's development master plans.
- Enrollment and programs
 - There are approximately 3,000 students at Lewis & Clark College.
 - Programs include the undergraduate college, law school, and graduate program in teacher education.
 - There are approximately 90,000 post-K-12 students enrolled in institutions within the Portland metropolitan UGB, and another 11,000 in the Vancouver, Washington area.
- Physical location (watersheds vs. drainage basins vs. management basins, etc.)
 - Lewis & Clark College campus areas drain either to the Tryon Creek watershed or to the Willamette River
 - Drainage sub-areas within campus areas have different environmental characteristics, and call for different resource management strategies.
 - Regulatory mechanisms that recognize site-specific resource management strategies are appropriate to implement in such a context.

- Sustainable development practices: for example, steps taken to achieve Kyoto compliance at L&C:
 - Over the past decade, the College encouraged more students to live on campus, started charging for parking on campus, and developed better transit options for student, staff and faculty that cut single-occupancy travel by nearly 50 percent.
 - Students worked proactively to inventory the College's greenhouse gas emissions. They found that Kyoto compliance was affordable through the purchase of offsets. Students are purchasing offsets to mitigate the school's impact on the climate, while simultaneously working to reduce emissions on campus.
 - Students raised \$16,400 for the purchase of offsets.
- The College upgraded its natural gas boilers in the mid-1990s so that, even as campus square footage increased by 10 percent, the College's natural gas usage actually declined. This is a case-in-point example of the College's commitment to implementing sustainable development practices.
- **Lewis & Clark College is in the vanguard of institutions within the region that are pro-actively and creatively implementing environmentally beneficial design, development and management practices. This leadership should be recognized as part of the regional solution through program implementation techniques that foster continued creative leadership, and correspondingly reduce prescriptive mandates and standards that may compromise or constrain those efforts.**

Master Planning (with City of Portland Conditional Use Review) is in itself a tool for achieving regional resource conservation and enhancement objectives.

- Institutional master plan processes contribute to regional growth management and resource conservation objectives through discretionary public review and approval procedures and development standards.
- Lewis & Clark College has a 50-year development plan that is consistent with 2040 concepts and objectives (although the College is not mapped as a Region 2040 Design Type node).
- Institutional master plans respect environmental protection/conservation zone boundaries.
- Institutions make improvements continuously over time with typically beneficial results; in the case of Lewis & Clark College:
 - **Reduction of impervious area:** the College projects an approximately 7% reduction of impervious area over the life of its master plan, in addition to resource impact mitigation on a project-by-project basis.
 - **Integration of resource conservation strategies:** campus design practices seek to create natural resource buffers with little human activity.
 - **Site-specific mapping and resource analysis:** science classes in geology, biology, and environmental studies all use the surrounding natural areas as laboratories for education and training.
 - **Management of natural resources over large campus areas.** LC has approximately 137 acres, of which over 30% are in long-term environmental protection. Additionally, the protected area is surrounded by a development category that will afford long term protection through low density development,

- minimized intrusion of vehicles, reduced pollution generation, and similar benefits.
- **Implementation of long term resource conservation and restoration projects.** The College organizes and implements ivy pulls, education, professionally managed landscape management programs with certified arborists on staff, annual tree plantings, and so forth.
- Master planning furthers resource conservation. Using the recent planning for South Campus utilization as an example,
 - Environmental/physical features inventory, assessment and analysis were first steps in the planning process.
 - Resource conservation a priority.
 - Located human activity and new development in least sensitive areas.
 - Buffered resources, e.g., existing environmental conservation overlay zone.
 - Result: a long-term development strategy compatible with resource values.
- **The Metro Goal 5 implementation program should recognize the practical benefits and achievements of long-range campus master planning, by identifying local jurisdictional discretionary approval of master plans as a Goal 5 compliance strategy that can be adopted at the local implementation stage of the Goal 5 process.**

Regulatory impact issues.

- Conceptually, Metro has approached the analysis of Goal 5 implementation impacts by characterizing them as Severe, Moderate or Slight according to the degree of environmental regulation applied. However, where impacts on master planned campus sites is concerned, these categories do not necessarily correspond with the conceptual categories used in Metro's Draft ESEE Analysis, i.e., strictly limit, moderately limit, or slightly limit.
- Severe implementation impacts:
 - Generally, would not allow the College to follow through on its Conditional Use Master Plan (CUMP) approvals to build buildings and accommodate specific functions at key campus locations.
 - Some CUMP-approved buildings or additions could not be constructed at their specific proposed locations, due to footprint and height restrictions. Of particular concern are buildings whose scale and dimensions are defined by specific functions. Examples include the proposed Theater and Science (Olin Hall) buildings, Garden Houses 1 & 2, and new buildings in the northern part of the South Campus.
 - Re-planning the campus to relocate certain functions and buildings would be necessary, including obtaining new CUMP approval.
 - Could potentially preclude the College from realizing its CUMP-approved building square footage plans, due to new footprint limitations together with existing building height restrictions.
 - Would constrain access (general as well as emergency and service-related), negatively impacting campus-wide circulation planning.
- Moderate implementation impacts:
 - Generally, would allow the College to follow through on its CUMP approvals to build buildings and accommodate specific functions at key campus locations,

- with adjustments at the site design and development phase to respect environmental resource protections.
- o CUMP-approved buildings or additions could be constructed at or near their specific proposed locations, with modifications of building location and form to avoid resource areas and buffers. For example, the new Student Union proposal could be modified to reduce its footprint. However, some facilities with specific spatial needs or forms (i.e., Theater, Science building) cannot be adapted in this manner and could not be built as planned.
- o Use of techniques such as buffer width averaging or mitigation to allow moderate encroachments into buffer or resource areas.
- o Excessive mitigation requirements would have the effect of suppressing a wide range of potential development.
- o Could require taller buildings with reduced footprints to meet square footage needs. However, such changes in building forms and volumes would dramatically affect the appearance and character of the College campus, and tall buildings would conflict with neighboring residential uses, particularly in the southeastern portion of the South Campus.
- Slight implementation impacts:
 - o Would allow the College to follow through on its CUMP approvals to build buildings and accommodate specific functions at key campus locations.
 - o CUMP-approved buildings or additions could be constructed at their specific proposed locations, using techniques such as buffer width averaging or mitigation to allow moderate encroachments into buffer or resource areas.
- **It is very possible that regulations intended to “moderately” or even “slightly” limit resource impacts could in turn produce severe impacts on economic, energy and social values within campus areas, by complicating or disallowing completion of approved long-term plans. In framing the Goal 5 implementation program, Metro should recognize the important social, economic and energy values associated with consistent follow-through on approved long-range campus master planning. Protective environmental measures should avoid impinging on institutions’ ability to follow through on master planned development, by making an “allow” decision at specific locations, by allowing mitigation measures to compensate for resource impacts, or through some combination of such methods.**

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: May 11, 2004
To: Mary Weber
From: Patty Unfred Montgomery
Re: Constituent Follow-up

*Spoke with
Gordon -
explained situation.
TOP
5/12/04*

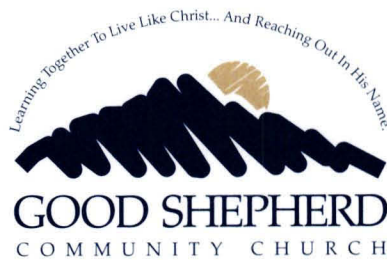
Mary,

Rod Park received the attached letter and discussed with Kate. They agreed that it would be appropriate to have a staff follow-up to explain why the land in question was not proposed for the industrial land expansion. Then if they still had questions or issues, Rod Park would be happy to meet with them.

Kate said that it is true that some areas received their notices after the first public hearing in Gresham had been held.

Would you be so kind as to give them a call? Thank you!

Patty



Preaching Team

Dr. Stu Weber
*Primary Preaching
Pastor*
Alan Hlavka
*Pastoral Care,
Mini-Churches*
Barry Arnold
*Global Outreach
& Ministry to Men*

Department Heads

Tanya Atkins
Accounting
Linda Daiber
Children's Ministry
Denny Deveny
Counseling
Steve Keels
Student Ministries
Peri Layton
Ministry to Women
Bob Maddox
Leadership Development
Paul Norquist
Worship & Music
Jeff Olson
College & Singles
Dave Stout
Community Life
Greg Suminski
Principal
Steve Tucker
Administration
Dan Vorm
Local Outreach

May 10, 2004

Rod Park
Metro Council Member-District 1
600 NE Grand Avenue
Portland, OR 97232

Dear Rod:

I am writing to request a meeting with you to discuss the information we received on April 26, 2004 regarding the property our church owns at 31646 SE Compton, Boring. The postcard was received after the scheduled Gresham area hearing held on April 22, and so we were not able to respond at that scheduled public hearing.

The property in question appears to meet all the criteria needed to be included in the expanded Metro boundary, yet it was excluded in the recommendation. Could representatives of the church meet with you at your earliest convenience to discuss the matter? I can be reached at 503-698-1149.

Thank you.

Sincerely,

Gordon Cogburn
For the elders of Good Shepherd Community Church

Cc: David Bragdon, President



May 13, 2004

Dear Councilor Rod Park,

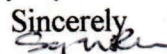
I am very concerned about Metro's concept and plans for an industrial/warehouse expansion into the Borland area. The people of the Borland/Stafford area are unincorporated and are prey to possible development. Most tactics used by developers benefit themselves rather than the community surrounding them. Most of the area these developers want have provided much-needed services to the community: private schools in rural environments, public schools for the surrounding area, independent farmers basing their livelihood on this land and bucolic biking areas. By letting developers take this area, the community would be depleted of these much-needed assets.

The warehouses do not bring many jobs into the community. The average work in a warehouse is less than 20 employees for 100,000 square feet. There are 30% of unused warehouses on Highway 26. Are warehouses what we really need in this economy and for the future of the state? If Tualatin were to annex this area, it would get the taxation of Tualatin in Washington County rather than providing to the commercial tax base of Clackamas County area. The developers are stating we need more commercial tax base in the Clackamas area, but who will this really be benefitting? The warehouses and commercial development would provide little in the way of long term employment when our economy is so sluggish. Why don't we address why companies are not moving here.....perhaps it is our education system that needs addressing first.

The effects on the surrounding area must also be taken into account, if these industrial buildings were established. The area, as noted before, is minutes away from 4 schools. Traffic is already a concern without trucks. The trucks in the Tualatin- Sherwood area are omnipresent and I can't see an off peak hour being a viable option. Many kids bike or walk to school, and the trucks working at these warehouses would be hazardous to the children's and commuter's safety. The school closest to the warehouse expansion area has water problems. Three to four times a year, the water at Athey Creek Middle School is undrinkable. This is a bad area for expansion.

Environmental concerns are an issue, too. Being the Vice- President of the Stafford - Tualatin Basin Triangle CPO, I am concerned about the quality of growth and expansion. Why can we not be pro-active rather than retroactive in our planning? Think about a rural reserve and it's potential for the future of the livability of Portland and the surrounding areas. We need areas of scenic qualities close to inhabitants for peoples health and mind set rather than intense development. Think of Tom McCall and his original insight of the Urban Growth Boundary. Please read The Fire at Eden's Gate: Tom McCall life, by Brent Walth, if you haven't already. An insightful man for Oregon as well setting an example for the rest of the nation. He has made Portland a unique and livable city. It is nice to have the history behind our choices so we don't repeat mistakes and perhaps learn from other's insight. Let's preserve the open green spaces for recreational and restful lifestyles.

Thank you for your interest and listening ear. Some of us are pawns in your hands of Metro's decisions. We fight this battle every 2 years rather than every 20 years like it was originally intended.

Sincerely,

Sally Visser

(503) 638-9494





1235 N.E. 47th Avenue
Suite 299
Portland, OR. 97213

May 18, 2004

Rod Park
District 1 Councilor
Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Rod:

I am writing to again confirm that Providence Health System is encouraging you and your colleagues to approve the MPAC recommendation that includes allowing clinics and medical office buildings to be located in industrial zones if local jurisdictions have approved such locations.

As you have heard from our representatives during the past several weeks, we are advocating this position for several reasons:

- Property suitable for clinics is in very short supply in the region. If we and others do not have access to limited portions of industrial property that local jurisdictions have designated as suitable, it will be far more difficult, if not impossible, to provide these services at local facilities.
- Health care services such as those provided in clinics and office buildings are critical for the growing population in the region.
- Allowing these uses on industrial property will result in only a very small reduction in the amount of available property. To us these facilities are, in fact, part of the types of industries – services industries – that will be attractive to many jurisdictions in the region.
- This allowance is in sync with the idea of local control. If a local jurisdiction such as Hillsboro, Fairview, Wood Village or some portions of Portland have decided to allow clinics, then we believe METRO should honor that decision, especially since your local advisory committee has strongly recommended it.

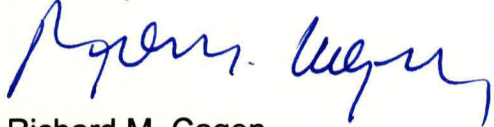
We also welcome the recommendation by MPAC that Council President David Bragdon appoint a task force to work for the rest of the year to study questions raised by institutional uses in industrial zones. We believe the study group would have a chance to reach consensus on what it recommends to the Council by next December.

We know questions have been raised about the economics of clinics and office buildings. For that reason, we have commissioned a study showing the value and the ripple effect of the service industry jobs that our system and others who operate clinics would intend to provide. We will provide that study to you under separate cover.

Finally, let me underline one additional point. What we are endorsing is not based only on our own interest in providing new clinics. Other systems are doing so as well. What we endorse is a straightforward, narrow provision that does not remove local flexibility where it already has been granted – a proposition that benefits all health care providers.

Thank you for your consideration and interest.

Sincerely,



Richard M. Cagen
Chief Executive, Portland Service Area

PS: Please note that I am attaching a matrix comparing the COO and MPAC recommendations. It illustrates clearly the character of the local government recommendation with which we agree.

From: Rod Park
To: Bouse, Suzie
Date: Thu, Jul 1, 2004 11:01 AM
Subject: Re: Please help save our park!

Ms. Bouse,

My assistant contacted the City of Gresham planner referenced in the notice and the architectural firm, Group MacKenzie, that created the proposed plan at Pat Pfeiffer Park. According to both those sources and a copy of the site plan faxed to us, the proposed site development won't affect the Southeast corner of the park and no trees are scheduled to be removed, other than some landscaping trees next to the existing buildings.

The site development is a proposed expansion of the existing Multisensory Learning Academy, a charter elementary school, that also houses the Police Activities League. The plan calls for a slight expansion of the existing administration building and the addition of two more modular buildings between the existing modular buildings and the parking lot.

If you'd like to see a more detailed plan, please contact Katy Fernandez, a planner at Group MacKenzie, at 503-224-9560. If you have additional questions or need further assistance, please feel free to contact me again or call my assistant, Patty Unfred Montgomery, at 503-797-1941.

Thank you.

Rod Park
Metro Councilor, District One

Rod Park
District 1
503-797-1547

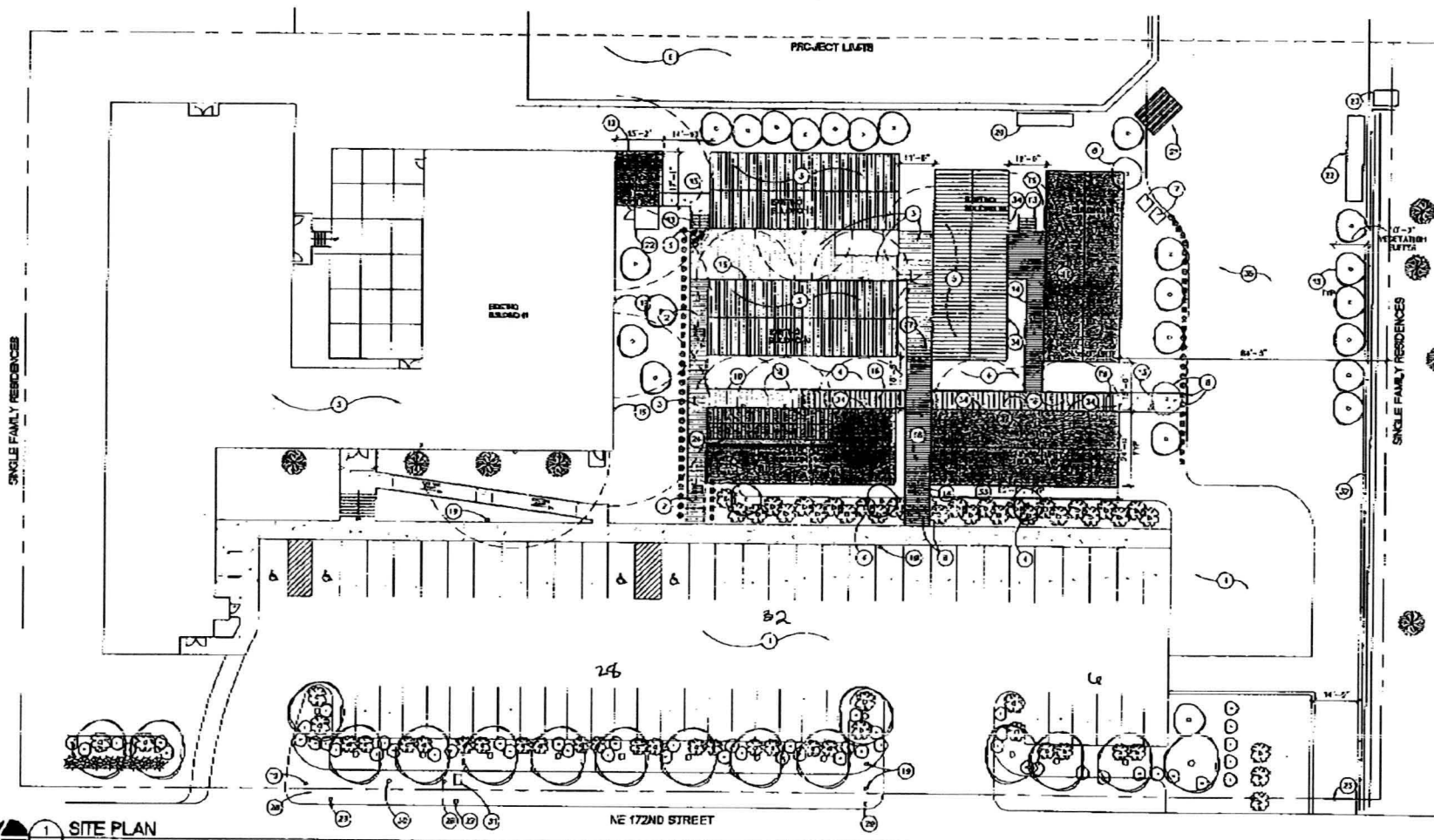
>>> Suzie Bouse <sbouse@mail.mesd.k12.or.us> 6/30/2004 10:20:53 AM >>>

Dear Mr. Rod Park, I believe you visited with my sister and I, before the recent elections, while we were gardening one day and now I need your help. We have just received a notice that Gresham is proposing to put a Type II Community Service Use (Multisensory Learning Academy) in our Pat Pfeiffer Park! The site on the map they left us looks as though they will locate it in the southeast corner where there are some beautiful tall fir trees and next to a new play structure and picnic tables. We do not want this in the park, we walk our beagle there and take our grandkids there too. What can be done? We only have until July 14th to respond to this. The file number is DR/CS2 04-2935 titled, "Notice of application for a non-limited land use development permit" and the contact person is Gary Miniszewski, Senior City Planner at 503-618-2520.

If you cannot assist us please refer us to someone who can help.

Jay and Suzie Bouse
419 NE 172nd
Portland, OR 97230

CC: Montgomery, Patty



1 SITE PLAN
A2.0 1/8"=1'-0"

GENERAL NOTES

1. DIMENSIONS SHOWN ARE APPROXIMATE.
2. PROPERTY LINES SHOWN ARE APPROXIMATE.

KEYNOTES

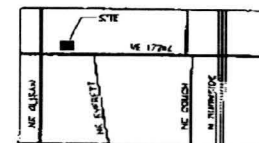
- | | | |
|---|---|----------------------|
| 1. EXISTING PLANTING TO REMAIN | 18. NEW TREE - 1" DBH | 35. EXISTING ASPHALT |
| 2. EXISTING PAVEMENT TO REMAIN | 19. EXISTING EXTERIOR LIGHTING | |
| 3. EXISTING DECK TO REMAIN | 20. EXISTING SLOOT TO REMAIN | |
| 4. EXISTING LANDSCAPE TREES TO REMAIN | 21. EXISTING SLIGHTS TO REMAIN | |
| 5. EXISTING DRILLING TO REMAIN | 22. EXISTING STORAGE UNIT | |
| 6. EXISTING PAT PAVEMENT BARBER-FREE PARK | 23. EXISTING CONCRETE SLAB | |
| 7. EXISTING PORTA-POTABLES TO BE REMOVED | 24. ASSOCIATE EXISTING SIGN (C&G) | |
| 8. EXISTING LANDSCAPE TO BE REMOVED | 25. NEW SIGN | |
| 9. EXISTING PLANTING TO BE REMOVED | 26. EXISTING BUILDING | |
| 10. REMOVE EXISTING BUILDING | 27. NEW HYDRANT | |
| 11. NEW BUILDING | 28. EXISTING IRRIGATION CONTROL VALVE | |
| 12. NEW TRUCK TRAILER ASSESS TO BE REMOVED | 29. NEW TRUCK TRAILER | |
| 13. NEW SIGN | 30. EXISTING WALKWAY | |
| 14. NEW FENCE | 31. EXISTING GAS MAIN | |
| 15. NEW DECK | 32. EXISTING UTILITY MAIN | |
| 16. NEW DECK | 33. EXISTING POWER POLE | |
| 17. NEW RECONSTRUCTED SIGN TO REPLACE EXISTING SIGN | 34. EXISTING POWER POLE TO BE RELOCATED | |
| | 35. NEW EXTERIOR LIGHTING | |

SITE DATA (FOR PROJECT AREA)

USE AREA	215,006 SF
EXISTING BUILDINGS	
BUILDING 1	13,526 SF
BUILDING 2	1,100 SF
BUILDING 3	1,410 SF
BUILDING 4	1,410 SF
BUILDING 5	1,410 SF
TOTAL EXISTING	20,246 SF (9.4%)
PROPOSED BUILDINGS	
BUILDING 6 (NEW)	1,800 SF
BUILDING 7	1,400 SF
BUILDING 8	1,400 SF
BUILDING 9	1,400 SF
BUILDING 10	1,400 SF
BUILDING 11	1,400 SF
BUILDING 12	1,400 SF
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BUILDING 97	1,400 SF
BUILDING 98	1,400 SF
BUILDING 99	1,400 SF
BUILDING 100	1,400 SF
TOTAL PROPOSED	43,172 SF (20.0%)
TOTAL BUILDING	63,418 SF (29.4%)

USE AREA	215,006 SF
EXISTING BUILDINGS	
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BUILDING 100	1,400 SF
TOTAL PROPOSED	43,172 SF (20.0%)
TOTAL BUILDING	63,418 SF (29.4%)

VICINITY MAP



DESIGN REVIEW SUBMITTAL -- 17 MAY 2004

GROUP MACKENZIE
Architecture
Interior Design
Landscape Planning
Civil Engineering
Structural Engineering
Transportation Planning
Portland, OR
904.884.8844
Vancouver, WA
360.884.8844
T800.877.0001

MULTISENSORY LEARNING
ACADEMY



Project

POLICE ATHLETIC
LEAGUE EXPANSION

422 NE 172nd STREET
PORTLAND, OREGON

GROUP MACKENZIE
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DATE: 05/17/04

BY: [Signature]

FOR: [Signature]

SCALE: 1/8"=1'-0"

1-SHEET TITLE

SITE PLAN

DATE: 05/17/04

BY: [Signature]

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1-SHEET TITLE

SITE PLAN

DATE: 05/17/04

BY: [Signature]

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SITE PLAN

DATE: 05/17/04

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FOR: [Signature]

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GROUP

MACKENZIE

FAX COVER

0690 SW Bancroft Street | PO Box 69039 | Portland, OR 97239
■ www.groupmackenzie.com | info@grpmack.com ■
tel: 503.224.9560 | 360.695.7879 | fax: 503.228.1285

PROJECT NUMBER: 2040096.00 DATE: 6/30/2004
PROJECT NAME: Multisensory Learning Academy FROM: Catie Fernandez/Planner

COMPANY: Metro
ATTENTION: Patty Montgomery
FAX NO.: 503.797.1793

TOTAL # of pages
(Including this cover
sheet):

2

NOTE: If you do not receive all pages, please
call our Records Department at 503-224-9560.

SUBJECT: Multisensory Learning Academy

Patty,

Attached is a site plan for MLA. The new proposed buildings are those that are shown in gray. I forgot to mention that a small restroom facility is also proposed. Feel free to give me a call if you have any additional questions.

Catie

▪ C: by FAX to:

FAX #:

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METRO

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

Council President David Bragdon

July 2, 2004

Metro Council
600 NE Grand Ave
Portland, OR 97232

Dear Council Members:

On June 30, 2004, I submitted to the Land Conversation and Development Commission the Metro Council's response to the commission's periodic review "Approval and Remand Order." I would like to take this opportunity to acknowledge the hard work of the Council and of staff throughout the agency for bringing this phase of urban growth boundary expansion to a successful close.

The high level of thinking and technical analysis that went into this decision is to be commended. I'd especially like to recognize the inclusiveness of staff in working with diverse parties, including industry representatives. The thorough and balanced approach that councilors and staff took in addressing our task reflected a quality of dedication and work that I hold in high regard.

We should not take the press's criticism of our agency personally. These kinds of decisions are by nature controversial, and it is to our agency's credit that we take them on. Bearing in mind that the criticism was political, we can strongly refute any implication that the staff work was anything but top notch – because the real fact is that the staff work was top notch!

Many thanks for a job well done.

Sincerely yours,

David Bragdon
Metro Council President

Cc: Dick Benner
Dan Cooper
Andy Cotugno
Chris Deffebach
Karen Kane
Kate Marx
Randy Tucker
Mary Weber
Gina Whitehill-Baziuk
UGB Staff
Public Affairs Staff



METRO

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

Council President David Bragdon

June 30, 2004

Mr. John H. Van Landingham
Chair, Land Conservation and Development Commission
635 Capitol Street, N.E., Suite 150
Salem, OR 97301-2540

Dear Chair Van Landingham and Commissioners:

I am pleased to submit the Metro Council's response to the Commission's periodic review "Approval and Remand Order." These products – expansion of the urban growth boundary (UGB) to add land for industrial use; completion of the Housing Needs Analysis; and removal from the UGB of three small tracts added in December, 2003 – complete Task 2 and periodic review for Metro.

UGB Expansion for Industrial Land: Expansion of the UGB for industrial purposes is the most significant, and the most challenging, of these decisions. Economists remind us that in the 21st century, the relevant globally competitive unit is not the city, not the state, not the individual suburb, but the metropolitan region. The Metro Council certainly recognizes the linkage between the economy and the livability of the region. Providing land for industry is an important part of that equation, but it is only one part. More work needs to be done to develop a cohesive regional economic strategy that integrates land availability, investments in transportation and other infrastructure, re-use of brownfields and other existing industrial land, and a vision of our economic future work to support a dynamic economy and a vibrant region.

In arriving at this UGB decision, the Council followed an approach similar to the one we followed on our way to the major expansion (18,600 acres) adopted in December, 2002, and acknowledged in July, 2003. Prior to holding a series of public hearings around the region, we undertook an extensive outreach effort that included six open houses attended by over 1,300 people.

In response to input from industry leaders, we also considered land based upon three market factors – absence of slope, proximity to other industry, and transportation access – that we did not weigh in 2002.

The Council attempted to accommodate as much of the need for employment land as possible within the existing UGB. However, even with new efficiencies achieved since the 2002 decisions (see Section I of the Findings of Fact), we were not able to find room inside the boundary for all the forecast industrial growth, making it necessary to expand the UGB.

In expanding the boundary, the Council looked first to exception land in order to minimize the amount of resource land to be urbanized. At that point we encountered great difficulty reconciling conflicting

imperatives: industry's desire for large, flat tracts of land, the state's requirement that we add "exception" land to the UGB before resource land, and opposition to potential industrial development in or near residential neighborhoods.

We found little exception land suitable for industry, given the small parcels, existing conflicting development patterns and steeper slopes in those areas. We found, through public hearings, that industrial use is viewed by area residents as incompatible with neighborhoods. The alternative – large parcels of flat farmland – was vigorously opposed by the commercial farming community. Finally, we heard from the local governments on the south side of the region – where some exception land suitable for industrial use was to be found – that they did not wish to provide services to the land, and no desire to add more industrial land to their jurisdictions.

In the end, the Council added nearly 2,000 acres to the boundary, both exception land and resource land. Most added land is in the southern part of the region because of its proximity to Interstate 5, important for the warehouse and logistics industry. But the Council added land on the east and west sides as well. This added land, combined with land added in December, 2002, and more efficient use of land already inside the UGB, will accommodate the 355,000 jobs in Metro's acknowledged 20-year employment forecast. You will find a more detailed explanation of the Council's decision in the Findings of Fact, Exhibit G, to Ordinance No. 04-1040B.

Housing Needs Analysis: The Council revised the Housing Needs Analysis, as you directed, to display the number, density and type of housing units built in the recent past according to the type of buildable land: vacant, partially vacant, infill and redevelopment and mixed used areas. That information did not affect the Council's previous determination of the overall average density and type of housing needed during the planning period.

Removal of King City Parcels: Finally, also in response to your Order, the Council reconsidered its inclusion of three small tracts of land near King City. The Council chose to remove those tracts from the UGB. Given the small size of the tracts and the surplus of land for residential use added to the boundary in December, 2002, there was no need for the Council to replace the capacity of these tracts.

Conclusion: I believe I speak for the full Council when I tell you that these UGB decisions were very difficult and, for some of the reasons described above, very frustrating for elected leaders and stakeholders in the region. While we have accomplished the task you set before us, it remains to be seen whether the actions we have taken will yield significant results in improving the economy of the region.

On the other hand, this process has highlighted the opportunity we have to work with LCDC and others to update Oregon's land-use laws to better reflect 21st century realities. The following observations might be helpful as we embark upon this process.

First, it is extremely difficult to anticipate the future character of the regional economy. In the process we have just completed, we probably conducted the most detailed analysis of a regional economy that has ever been undertaken in Oregon. Yet in a dynamic economy increasingly characterized by global competition, our ability to divine our future land needs for economic development remains painfully limited. Industry leaders have testified that they cannot predict their land needs two years into the future, to say nothing of the two decades required of us.

In particular, the traditional approach of projecting land needs based on past trends means that we are always "fighting the last war" rather than anticipating the inevitable changes in the nature of industry in the region. For example, the question of how much land will be needed for infrastructure-intensive uses

like warehousing has a tremendous impact on our ultimate decisions, yet changes in manufacturing and distribution make the answer to that question much more difficult to ascertain.

Moreover, the distinction between traditional industry and office-type uses is increasingly blurred. Three years ago, witnesses argued that the region needed large, flat tracts for manufacturing and warehousing, but now many of those same people are saying that future industrial development will occur in office settings, which have totally different land characteristics. The bottom line is that the spatial impacts on the landscape of various types of development are very different, but it is difficult to "unmake" land use decisions based on inaccurate projections or outdated industrial paradigms.

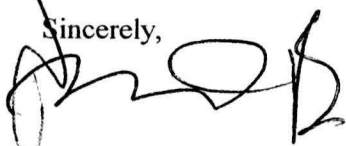
Second, the very notion that "land development" is somehow synonymous with "economic development" is one that many find increasingly dubious. As mentioned above, we hope to play a central role in the development of an integrated economic strategy for the region.

Third, one of the forces driving the UGB discussion has been the fiscal distress of certain communities on the edges of the region. These communities have sought UGB expansions specifically for industry in order to bolster their weak tax bases. The Council is increasingly troubled by the notion that land use tools should be used to solve fiscal problems.

Fourth, the monumental effort that goes into the expansion of the boundary costs the region millions of dollars, yet returns uncertain benefits. As you know, by statute, Metro is required to review its UGB every five years. This requirement applies only to Metro, and in practice it means that no sooner do we complete one UGB expansion then we have to start up the process all over again. While we are committed to responsibly addressing the growth-related needs of our region in a timely fashion, we fail to see what public purpose will be served by requiring us to present another UGB expansion to you in 2007. This perpetual number-crunching distracts us from the kind of thoughtful land use management our citizens deserve. We also question whether it is the best way to spend the limited resources that those citizens have provided for us to serve them.

We realize you are hoping to examine many of the same issues that concern us in the coming months, and we look forward to working with you to enact common-sense improvements to the land use system. For now, we are pleased to have completed Task 2 and look forward to an opportunity to share our experience with the Commission.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Bragdon', written over a horizontal line.

David Bragdon
Metro Council President



September 3, 2004



Councilor Rod Park
Metro
600 NE Grand Ave
Portland OR 97232

Dear Councilor Park:

As you know, the Port of Portland has been in negotiations with Alcoa for the purchase of the former Reynolds industrial site in East Multnomah County. On Wednesday, September 8, the Port Commission will be asked to approve a purchase agreement for this property.

The Port is pursuing purchase of the Reynolds property because we believe public ownership will help ensure that the property's unique industrial transportation attributes are fully realized in future development. The Reynolds site is one of the few remaining large parcels of industrial property adjacent to a major transportation corridor within the urban growth boundary. As such, it has the potential to address critical freight transportation needs and create a significant number of jobs for our area.

The Port remains committed to working with the region and local community to develop this property in a way which achieves regional and community goals. Because of environmental clean-up and demolition work, initial development of the property is expected to be two to three years out. The Port's preliminary plans for the property are to develop an approximately 100-acre industrial park on the south edge of the property, abutting the Port's Troutdale Airport. While it is our preference to dedicate a portion of the property for an intermodal facility, determining the feasibility will take time. Extensive study and analysis would occur prior to any development. Full build-out of the site may take more than 10 years.

We will share information with you on the proposed development for this property as more information becomes available. As we get closer to development, we plan to engage the community in development design issues. I also plan to continue meeting with individuals within the community about our plans.

Sincerely,

A handwritten signature in black ink that reads "Bill Wyatt". The script is fluid and cursive.

Bill Wyatt
Executive Director