



METRO

Date 01-14-10

No. 4

Comment Form

(Please print)

Name (required) Anne Berbling

Affiliation (if any) Gales Meadow Farm

Address (required) 8740 NW Gales Creek Rd

E-mail (optional) aberbling@com.net

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

I support "the map" prepared by the ~~Ag & Forest Reserves~~ ~~Coalition~~ coalition.

Rural Adequate rural reserves are crucial to the future of farming in the Metro region And farming - particularly small diversified direct market farms which produce food - are an important contributor to every aspect of the regional economy which requires smart, creative, well educated people -

see attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 01-14-10

No. 22

Comment Form

(Please print)

Name *(required)*

Anne Berblinger

Affiliation *(if any)*

Address *(required)*

E-mail *(optional)*

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

Small Farms are Crucial to the Portland Metropolitan Economy

Anne Berblinger
Gales Meadow Farm
Gales Creek, Oregon
www.galesmeadow.com
January 14, 2010

Local, Fresh, Seasonal Food is an Important Industry Cluster in the Portland Region

- Food is a traded sector; we are replacing imports from outside the region.
- “Local, Fresh, Seasonal” is a small but robust and growing cluster in which supply is far from meeting demand.
- Includes meat, produce, seafood, and value-added products using locally produced foods.

The Industry Cluster Concept in Four Bullet Points

- Economic success is not random.
- Similar and related industries draw advantage from proximity.
- Many communities and most regions specialize in one or more “clusters” of products and/or services. Clusters are the basis for regional competitive advantage.
- Local preferences and “knowledge clusters” can be the basis for economic growth.

For more information:
<http://www.oregonclusters.org/>

Great Local Food Contributes to the Competiveness of all of the Portland Region’s Industry Clusters

- The knowledge economy depends on talented creative people. (<http://creativeclass.com/>)
- Creative people are attracted to places with great amenities.
- The Portland region’s “food culture” is nationally and internationally renowned.
- Local creative farms which sell their food directly to restaurants and consumers are crucial to our regional food culture.
- Eating the best and freshest food makes people smarter!

Access to Land for Farming is Crucial for the Next Generation of Farmers

- The average age of farm operators in the 3 county region is more than 56 years old.
- The majority of farms are likely to change hands in the next 10 years.
- The price of farm land is already a barrier to entry for new farmers: the purchase price of farmland in most cases cannot be amortized from farm operating income.
- Land in urban reserves will be even more costly, even if it is not likely to be added to urban growth boundaries or developed for decades.

My background:

- Farmer since 1999, member of Oregon Tilth, Friends of Family Farmers, Slow Food Portland
- We sell at 4 farmers markets; I serve on 2 Farmers Market Boards)
- Farmer-Chef Connection Planning committee, 2009-10.
- Member, Board of Institute for Portland Metropolitan Studies at PSU.
- 36 year career in Economic Development, served with the Oregon Clusters Leadership Council, Multnomah-Washington Workforce Board, and many other economic development roles.



METRO

Date 01-14-10

No. 27

Comment Form

(Please print)

Name (required) Beverly Booker

Affiliation (if any) Coalition for a Prosperous Future

Address (required) 1020 SW Taylor Blvd

E-mail (optional) bbooker@bookking.org.com

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Statement

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



Coalition for a Prosperous Future



TESTIMONY OF BEVERLY BOOKIN BEFORE THE METRO COUNCIL RELATED TO THE RESERVES PROCESS (1/14/10)



Following up on our testimony on Monday, we have been urged by both private citizens and public officials to further articulate our proposals related to creating a better "cushion" for potential urban growth during the 50-year planning period especially in Washington County where the potential conflict between urban and rural uses is most intense.

A coalition of business and labor leaders, the Coalition for a Prosperous Region, urges the Core 4 and Metro Council to designate the 34,340 gross acres initially proposed for urban reserves by Washington County, including 20,000 - 25,000 gross acres in urban reserves and the remainder in undesignated space. We have regional recommendations for which we have detailed documentation and maps and we would welcome the opportunity to share this information.

We base this proposal on a legal analysis of the intent of OAR 660-027 governing the reserves process, its purpose to create:

".....a balance in the designation of urban and rural reserves that, in its entirety, best achieves livable communities, the viability and vitality of the agricultural and forest industries and protection of the important natural landscape features that define the region.....".

As the rules do not specify that there be numerical parity, presumably this has to be a qualitative "balance". In even the most generous proposal currently on the table, the Bragdon/Hosticka map, there are eight acres of rural reserve for every acre of urban reserve. In the more conservative Liberty/Park/Burkholder proposal, this ratio is closer to 9:1. Moreover, in Washington County, only 3% of the acres identified as foundational agriculture land is contained in the proposed urban reserves on the Bragdon/Hosticka map, with the remaining 97% proposed for rural reserves. For farm and environmental interests to argue that the reserves process has not served them well simply does not meet the straight-face test.

On the other hand, the urban reserves supply has been relentlessly whittled down in recent months. Although the process has become increasingly polarized and politicized, let's for the moment assume that people of good faith can disagree on the technical assumptions. For example, urban development advocates believe that Metro's assumptions related to a 40% employment land refill rate and three-story manufacturing plants are at best aspirational. Although our differences are substantive, whatever the ultimate 50-year projection for urban land demand is just that, a projection.

That's why a cushion of undesignated land is so critical to achieving the "balance" on the urban side of the equation that OAR 660-027 requires. If the projection is correct, the designated urban reserves will suffice; if not, there is the flexibility for future decision-makers to expand urban reserves into undesignated lands using the same methodology and process that have guided this round. Unless and until this undesignated land is re-designated, it remains in natural



Home Builders Association of Metropolitan Portland



resource use with virtually the same protections as rural reserves save the guaranteed 50-year time limit.

This is the true win-win outcome that the reserves process promised to deliver.

Thank you.

Coalition for a Prosperous Future



METRO

Date 6/16/07

No. 57

Comment Form

(Please print)

Name (required)

Ben P Davis

Affiliation (if any)

Nature lover, Team Beer! cycling advocate

Address (required)

2931 N.E. 34th P.O. Box 97212

E-mail (optional)

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Cycling fan, nature lover. Portland is a unique NW city in terms of its urban/rural planning. It's part of what keeps me here.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 01-14-10

No. 1

Comment Form

(Please print)

Name (required) Brian Wegener

Affiliation (if any) Tualatin Riverkeepers

Address (required) 12360 SW Main St #100 Tigard

E-mail (optional) brian@tualatinriverkeepers.org

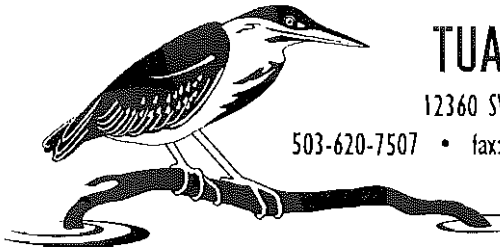
Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



TUALATIN RIVERKEEPERS.

12360 SW Main Street • Tigard, Oregon 97223

503-620-7507 • fax: 503-620-7645 • email: info@tualatinriverkeepers.org

www.tualatinriverkeepers.org

January 14, 2010

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

RE: Rural & Urban Reserves

President Bragdon & Councilors,

Tualatin Riverkeepers is part of the Agricultural and Natural Resources Coalition that has developed the Proposed Reserves Area map which you have before you. We feel that our analysis did a far better job at applying the Factors for Designation of Lands as Rural Reserves found in OAR 660-027-0060 than any of the maps coming out of the Core 4 or the various counties. **In doing so, we came up with a plan that has urban reserve acreage consistent with the population, employment, and acreage amounts in the recommendations of the Metro Chief Operating Officer.**

There are several points of comparison with the current Core 4 map I would like to bring to your attention that illustrate how valuable data available in the Metro GIS Natural Resources Inventory was used to develop a map that more appropriately applies the OAR Rural Reserves factors for Natural Landscape Features¹.

	Proposed Urban Reserves Area	Acreage	NIN Resource Inventory	% of Study Area in NIN Resources
7C	N of Cornelius	1293.41	617.16	48%
6B	Cooper Mountain	1776.23	1307.74	74%
5F	E of Sherwood	567.54	405.16	71%

These are areas that we recommend for Rural Reserves and that the latest Metro/Core 4 map proposes as urban reserves. Area 7C contains the confluence of Dairy, McKay, and Council Creeks and 446 acres of floodplain. Area 6B contains the headwaters of several creeks. Area 5f contains 138 acres within the acquisition boundaries of the Tualatin River National Wildlife Refuge as established by an act of Congress.

Another significant difference between the map proposed by the Coalition and the latest Metro /Core 4 map is in “undesigned” area. A glaring example of this difference is in the large undesigned area south of Cornelius. Using Metro’s NIN Resource Inventory we mapped the resources in this area formerly known as UR-16. The overlay shows that this area is 100% natural resources and unsuitable for urbanization at any time.

1. RR FACTORS FOR NATURAL LANDSCAPE FEATURES - OAR 660-027-0060

(3) Rural Reserve Factors: When identifying and selecting lands for designation as rural reserves intended to protect important natural landscape features, a county must consider those areas identified in Metro's February 2007 "Natural Landscape Features Inventory" and other pertinent information, and shall base its decision on consideration of whether the lands proposed for designation:

- (a) Are situated in an area that is otherwise potentially subject to urbanization during the applicable period described OAR 660-027-0040(2) or (3);
- (b) Are subject to natural disasters or hazards, such as floodplains, steep slopes and areas subject to landslides;
- (c) Are important fish, plant or wildlife habitat;
- (d) Are necessary to protect water quality or water quantity, such as streams, wetlands and riparian areas;
- (e) Provide a sense of place for the region, such as buttes, bluffs, islands and extensive wetlands;
- (f) Can serve as a boundary or buffer, such as rivers, cliffs and floodplains, to reduce conflicts between urban uses and rural uses, or conflicts between urban uses and natural resource uses
- (g) Provide for separation between cities; and
- (h) Provide easy access to recreational opportunities in rural areas, such as rural trails and parks.



METRO

Date 1-14-10

No. 51

Comment Form

(Please print)

Name *(required)*

Carol Chesarek

Affiliation *(if any)*

Forest Park Neighborhood, Mult. Co Reserves CAC

Address *(required)*

13300 NW Germantown Rd.; Portland, OR 97231

E-mail *(optional)*

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment *(use back or attach additional sheets if necessary)*

Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

Carol Chesarek
13300 NW Germantown Road
Portland, Oregon 97231

January 14, 2010

RE: Metro Rural and Urban Reserves Hearing

Council President Bragdon and Councilors,

Thank you for this opportunity to provide comments.

At the Gresham hearing on Monday I shared some general comments about Reserves based on my service on the Multnomah County Reserves Citizen Advisory Committee (CAC). Tonight I want to offer just a few comments about Forest Park Neighborhood.

One of the goals of the Reserves process is to ensure that we make smart decisions about which areas to develop. We want Great Communities that are efficient to develop and to serve, great places to live and to work.

We can build houses on steep slopes, we know how to build warehouses in floodplains. I suspect that all land in the study area meets some of the Urban Reserve factors. But we should be looking for Urban Reserves that meet many of the factors well.

Multnomah County, unlike Washington and Clackamas Counties, has little experience with urban planning, and does not provide urban services. The county stopped providing urban services, I've been told, 25 years ago.

The **City of Portland**, which does have extensive experience with development and urban services in the West Hills, has provided you with a thoughtful and thorough letter about what is now called Areas 9A, 9B, and 9C. They concluded that it would be expensive to develop and to serve this area, and for little benefit. They **recommended Rural Reserves** for these areas.

The City told the CAC that the 600 acres in Area 94 along Skyline Blvd could support only 60 to 70 homes because it can't be served by sanitary sewer. They also told us that Cornell Road at Lovejoy is one of the worst traffic bottlenecks in the City, and there's no good way to fix it.

All of the West Hills was found to be unsuitable for an urban road network in the Reserves transportation infrastructure study.

Carol Chesarek
13300 NW Germantown Road
Portland, OR 97231

December 16, 2009

To: Metro Council

Re: Pocket Guide to Urban and Rural Reserves in **Lower Springville Road** (area UR-1)

I thought a brief summary of recommendations about the area would be helpful. I have also attached a copy of City of Portland's thoughtful new letter about the West Hills.

Urban Reserve Suitability Rating: low/medium (CAC and county staff)

Rural Reserve Suitability Rating: medium/high (CAC)

Multnomah County Reserves Citizen Advisory Committee (CAC) recommended **Rural Reserve** to protect natural features across all of the West Hills. The county Planning Commission agreed.

Others who oppose an Urban Reserve and who **support a Rural Reserve** in this area:

City of Portland

Forest Park Neighborhood Association (includes this area)

CPO-7 (adjacent Washington County)

Hillside Neighborhood Association (Portland)

Northwest District Association (Portland)

Forest Park Conservancy

SaveHelvetia

Tualatin Riverkeeper

State Rep. Mitch Greenlick

29 Residents of Springville Road Area, including Malinowski Farms

Beovich Family, who farm 94 acres on Springville Road

The Great Communities Study considered this area. Their report says:

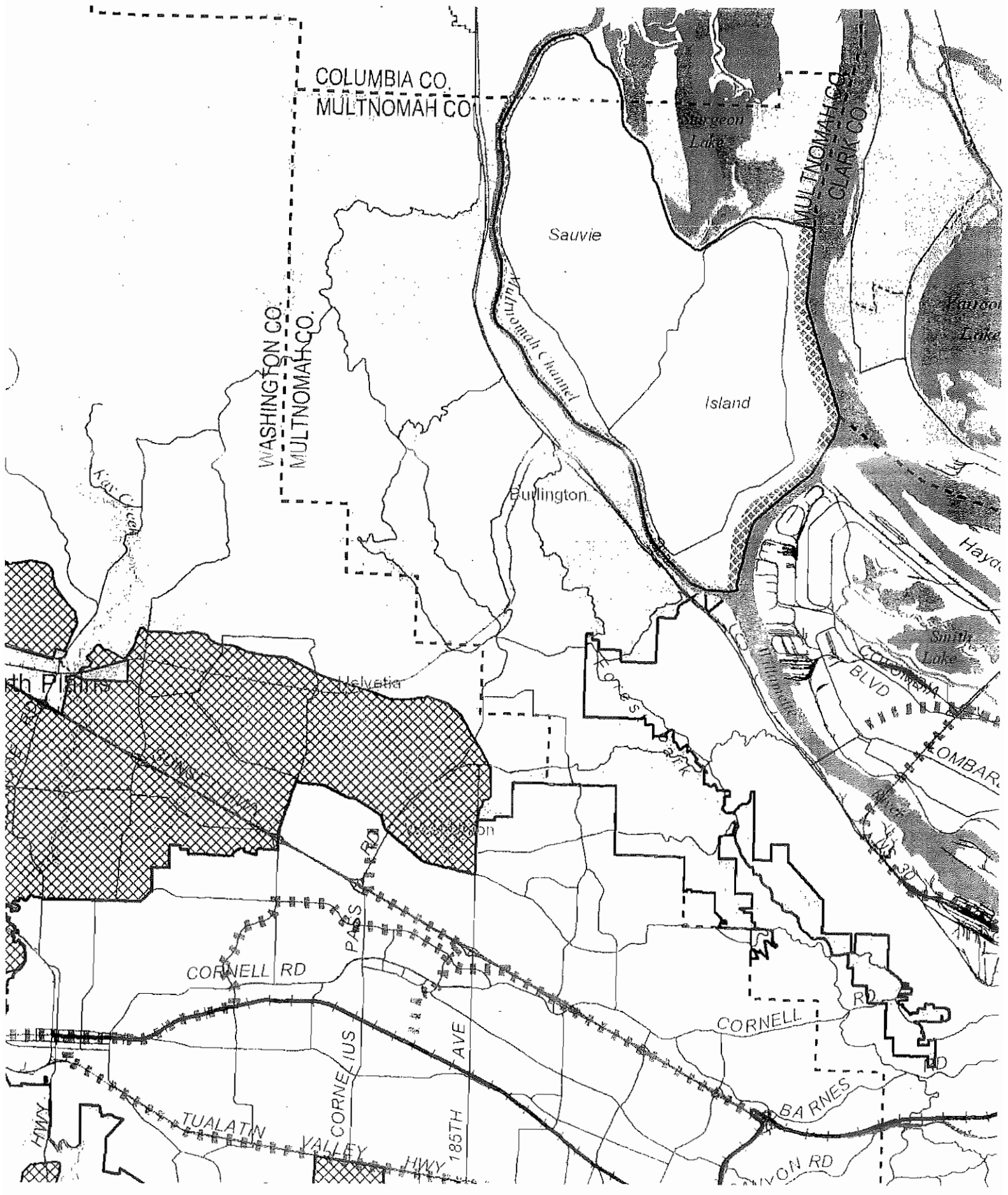
"The team concurs that preservation of this important ecological area is likely more important to the region than urbanizing it, especially given the other constraints (lack of connectivity and developable land area) and significant opportunities (water quality and view)."

Please let me know if you have any questions, or if I can provide additional information.

Thank you.



Carol Chesarek



COLUMBIA CO.
MULTNOMAH CO.

WASHINGTON CO.
MULTNOMAH CO.

MULTNOMAH CO.
CLARK CO.

Sauvie

Island

Burlington

Sturgeon Lake

Parson Lake

Hayden Lake

Smith Lake

High Plains

Salvia

Washington

CORNELL RD

CORNELIUS PASS

186TH AVE

TUALATIN VALLEY

CORNELL RD

BARNES RD

WYMON RD

BLVD

LOMBARD

HWY

HWY



METRO

Date 1-14-10

No. 42

Comment Form

(Please print)

Name (required)

Chris Foster

Affiliation (if any)

Multnomah Co. Planning Commissioner

Address (required)

15400 NW McNamee Rd

E-mail (optional)

foster@europa.com

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment (use back or attach additional sheets if necessary)

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

Chris Foster #42

Chris Foster longtime Multnomah County Planning Commission member.

I'm here in my own behalf. I live in a non-contested part of rural Multnomah County.

First, I must say that the Coalition map released earlier this week most closely resembles the recommendations of the Multnomah County CAC and the map that our Planning Commission endorsed on both the east and west sides.

There are important differences in the Core 4, Bragdon/Hosticka and other maps in Multnomah County.

I'm only going to make a couple of observations with regard to Area 9, the NW section.

I've had a look at the 2 maps that Metro Councilors generated. There's a lot more green in area 9 on either of them than the Core 4 map.

Likewise, County Commissioners Wheeler and Kafoury have publicly expressed reservations about the inadequacy of the Rural Reserves in the West Hills.

It seems much of the remaining task is in convincing Commissioner Cogen to take it a step further and not leave important resource lands undesignated. One of the PC recommendations to our Board was that in our case, we should avoid non-designated lands to the greatest degree possible, especially near a UGB.

One issue that I have with the Bragdon/Hosticka map and the Core 4 map is the lack of adequate Rural Reserves the east side of Hwy 30 or Multnomah Channel to the south of the Scappoose UGB. The State Agencies have taken similar position.

There are important wetlands here and the Multnomah Channel is of significant wildlife & recreational value. Among other things, it's rearing habitat for several ESA listed salmon stocks.

I think it's a question of the degree it's threatened and to what extent that factor rules.

The first 2 miles south of the Columbia County line is privately owned . This river/wetland side is exception land with 20 acre zoning. It's largely without the state protections of the resource zoning on the other side of the Hwy.. It's exception land because it's mostly floodplain & wetland.

I believe it's more vulnerable to zoning changes & urban type development than you might think.

Heres' just one example among diverse presently allowed uses: Current zoning allows urban densities of floating homes on the public waterway. That's 1 dwelling per 50 ft of waterfront. Marina owners are lobbying for still more density and local decisions can make it so.

Please also consider Rural Hwy 30 in the mile or so between the Columbia County line and the Scappoose UGB. There are at least 15 commercial businesses sited along the Hwy. Many have an "Existing Commercial" zoning designation.

I would not dismiss the likelihood of the Scappoose UGB expanding in this direction. I think a wider Rural Reserve into Multnomah County, as the Liberty/Park map provides, should be the base. The current Core 4 buffer extends less than a mile into Multnomah County. That's not adequate.

Still better would be the Coalition map that goes further making all of the area east of the Hwy Rural. That would add mostly publicly owned property to the south, but I don't see any harm in doing so.



METRO

Date 01-14-10

No. 29

Comment Form

(Please print)

Name (required)

Charles H. Murphy

Affiliation (if any)

Board of Directors - Clatsop + Clatskanie Assoc.

Address (required)

1616B NW Centerwood Way

E-mail (optional)

chuckandjacker@verizon.net

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment (use back or attach additional sheets if necessary)

See Attila

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



Civic Association

January 14, 2010

Metro Council

Metro, Multnomah, Washington, and Clackamas Counties,

Statement in Support of Designating East Bethany (Area 9B) a Rural Reserve.

I am Charles Murphy. I live at 16168 NW Canterwood Way in the Bethany neighborhood of Washington County. I am a member of the Claremont Civic Association Board of Directors and speak for the board today as well as for the 900 residents of Claremont.

We strongly support the addition of East Bethany into the *Rural Reserves*.

Claremont is bounded on the south by West Union Avenue, on the east by Kaiser Road, and is bisected by Bethany Boulevard which runs north and south through our community. These roads are primary routes from Highway 26 to the homes and businesses to the north

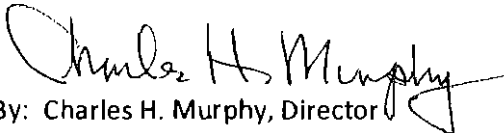
We are already extremely concerned about the amount of traffic on Bethany Boulevard since our residents must cross Bethany Boulevard to reach neighbors and activities on the other side. Traffic has not only increased dramatically over the last few years but vehicles, both private and commercial, cutting through our community and speeding to and from Bethany and West Union to avoid the back up on Bethany have created major safety concerns for our residents. Another major concern is the difficulty of vehicles either crossing Bethany or making a left turn onto Bethany from our neighborhood streets, Claremont Drive and St. Andrews Drive. We have purchased a radar speed sign at our own expense to help alleviate the speeding problem.

The approval of the North Bethany area has added and will add thousands of additional vehicles to Bethany Blvd. The additional 1,000s that would be created by East Bethany being developed will likely result in gridlock on our streets.

Please help protect the safety of our residents by not creating additional urban development in the North Bethany area.

Very Truly Yours,

THE CLAREMONT CIVIC ASSOCIATION BOARD OF DIRECTORS,


By: Charles H. Murphy, Director



METRO

Date 1-14-10

No. 34

Comment Form

(Please print)

Name (required) CATHERINE MUSHEL

Affiliation (if any) PORTLAND CITIZEN

Address (required) 6319 SE 34th AVE

E-mail (optional) cmushel@comcast.net

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Dear Metro,

Please consider how difficult it is for cities in the region to do the following:

1. prune trees, remove trees, plant + water.
2. correct drainage
3. repair roads
4. provide social services
5. educate children

As a volunteer I have worked with the city on numerous forestry and neighborhood projects. It is impossible to get the city of Portland to pay for routine maintenance. I cannot imagine adding more land and more infra-structure to the city. Please accept the Agriculture and Natural Resources Coalition Proposed Reserve Areas proposal regarding Rural + Urban Reserves.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

Thanks,



METRO

Date 1-14-10

No. 39

Comment Form

(Please print)

Name (required)

Cheryl Neal

Affiliation (if any)

Monitor for the Western Bluebird Recovery Project

Address (required)

12115 NW Skyline Blvd

E-mail (optional)

crn@pn5.com

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment (use back or attach additional sheets if necessary)

I fully support the goal of designating reserves, both urban & rural. The process of reevaluating the Urban Growth Boundary every five years is disruptive and costly to our institutions and to our citizens.

I support retaining the rural nature of and designating 9A, 9B, 9C & 95, currently areas designated as "options" areas and applaud the designation of 9F as rural reserve.

I have monitored & supported the re-introduction of Western Bluebirds into these areas for the last 13 years. The Western Bluebirds are designated "sensitive species" + through loss of habitat + other reasons have sunk to their designation when once it was the second most common songbird in the Willamette valley. Individuals birds, these birds are territorial & have been reestablished in these areas.

This is part of an important wild-life corridor connecting other important species to this area.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 01-14-10

No. 24

Comment Form

(Please print)

Name (required)

Conner Jones

Affiliation (if any)

OREGON TILTH

Address (required)

1725 SE Tenino St. Portland, OR 97202

E-mail (optional)

conner@tilth.org

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment (use back or attach additional sheets if necessary)

Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



470 Lancaster Drive NE | Salem, OR 97301 | www.tilth.org | PH 503.378.0690 | FX 503.378.0809 | organic@tilth.org

January 11, 2010

Dear Core 4 and Metro Councilors,

Oregon Tilth Inc. is a non-profit organization that supports and promotes biologically sound and socially equitable agriculture through education, research, advocacy and product certification. Our membership represents all facets of the food system, including farmers, food processors & handlers, retailers and many consumers. Since its inception, Oregon Tilth has emphasized the value of a reciprocal relationship between urban and rural communities.

Oregon Tilth is accredited by the United States Department of Agriculture to offer organic certification services. Organic agriculture is growing extensively throughout Oregon. In 2000, Oregon Tilth certified 214 farms and 16,800 acres in Oregon. By the end of 2009, we certified 370 farms and 81,000 acres in Oregon. In 2007, organic farms in Oregon reported greater than \$89 million in farm-gate sales. Organic agriculture provides farms seeking to maintain economic viability with an important marketing niche.

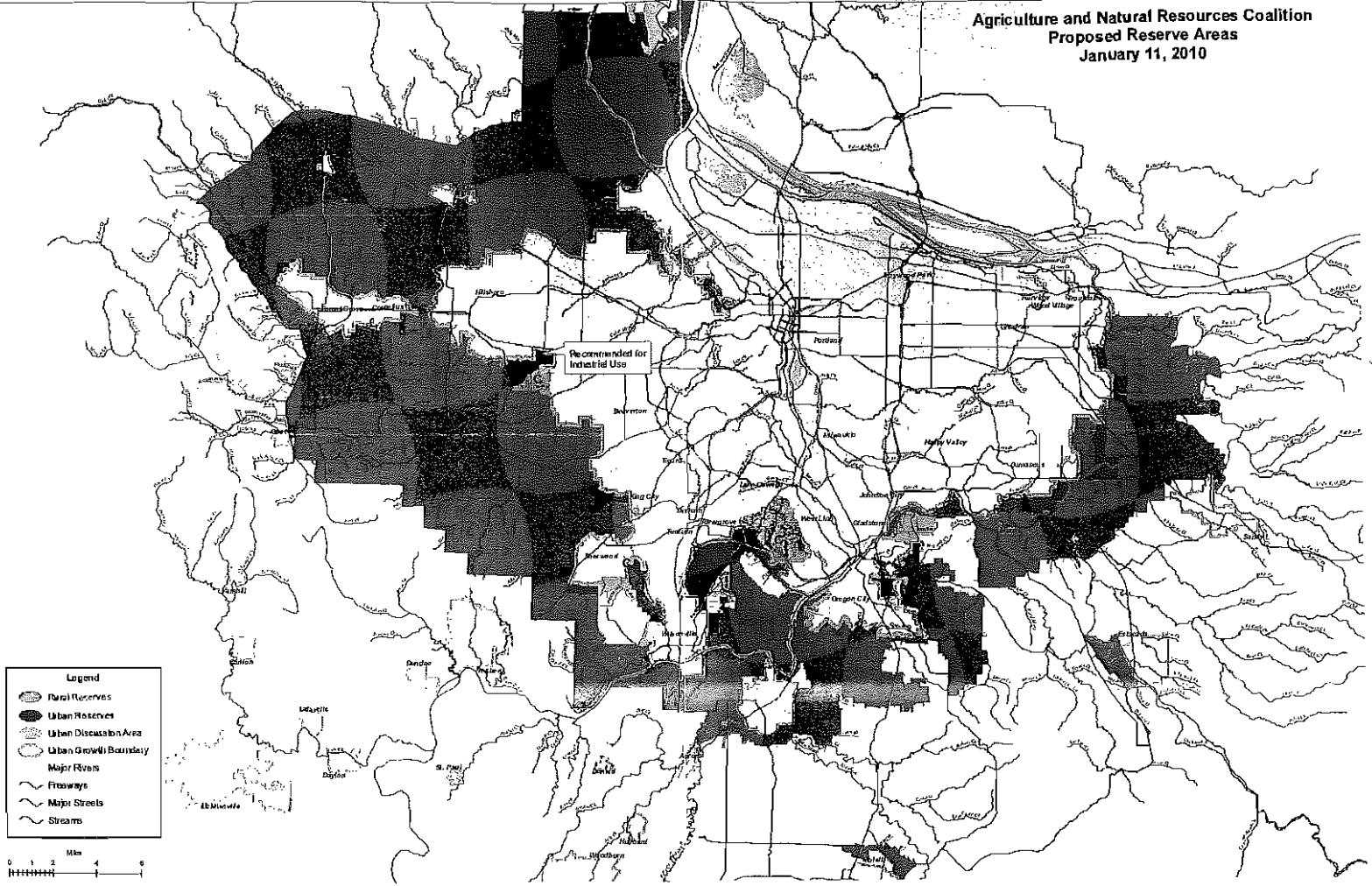
Currently, Oregon Tilth certifies 51 farms and over 3600 acres in Clackamas, Multnomah and Washington counties. Most of these farms rely on urban-based direct marketing channels such as farmers markets, sales to locally-owned natural food stores & coops, and restaurants. Accordingly, these farms contribute significantly to the food culture and community for which the Portland metro region has deservedly received national attention and recognition

We are writing today to support the Agriculture & Natural Resources Coalition Map (attached). This unprecedented coalition has come together to recommend urban & rural reserves that we feel will protect regional farmland & significant natural areas. The Urban & Rural Reserves process provides an incredible opportunity to protect the best that the region has to offer. Right now, we enjoy thriving farmers markets & CSA's, canoeing on the Tualatin river, and a tri-county region that produces over 15% of the state's total farm receipts. If we're successful in 50 years, our next generation of farmers and citizens should have all this and more.

This has been a long process and we appreciate the hard work of policy makers and planners. As you move forward with these crucial decisions about the region's future, we hope that you will use the Agriculture & Natural Resource Coalition map as a guide to help protect the region's most important farmland and natural features. Please help protect our legacy as a state that has placed a high value on our land use, our environment and our food. Make us proud of what we're passing on to the next generation! Thanks in advance for your consideration.

Sincerely,

Chris Schreiner
Executive Director





METRO

Date 01-14-10

No. 3

Comment Form

(Please print)

Name (required)

Dale Burger

Affiliation (if any)

Address (required)

7548 N. Chautauque Blvd Portland OR 97217

E-mail (optional)

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment (use back or attach additional sheets if necessary)

Appeal for urban reserve status for Area 1. on new
metro map see Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

Jan 14, 2010
7548 N Chautauqua Blvd
Portland, Or. 97217
Dale Burger

Metro Council on Urban and Rural Reserves

Dear Council members,

I appeal to you council members to designate all of the West Hills area, west of Forest Park labeled as Area 1 on the latest Metro map, as Urban Reserve. To designate it as undesignated will be a terrible disservice to the area residents. We will have to revisit this discussion again and expend more tax payer money. While serving as a member of Multnomah County CAC, I have attended 16 advisory meetings and many county and Metro meetings, in last two years. It is my hope that we will resolve the designation issue in a fair and timely manner.

The Undesignated designation depreciates the land's value in a number of ways. Until a definitive decision is made, we cannot afford long term investments in our land as farmland. We will not be able to get financing for the types of crops that best suit this land. No one would be willing to purchase the land until they know the uses that will be allowable.

Our farm, of 84 acres, is located between Springville Road and the east-west Washington County line south of our farm. It has been in the family for many years the oldest deed we have dates from the year 1917. Since 1960, I know of only two years where we have actually made a profit. These two years were during a time when we cut about 10 acres of timber. The future for timber harvesting is further complicated by Metro's Title 13 rules. Much of our land borders within 300 feet of stream beds both dry and intermittent. With the current Title 13 rules, we would not be able to harvest trees in these areas. The increasing elk population in this area also makes farming more difficult. One nurseryman has had to stop growing nursery stock on 150 acres west of Skyline due to the elk destroying his crops. Another large nurseryman moved his operation to the Banks area. The elk knock down fences releasing cattle into the surrounding housing developments and eat or trample other crops.

The designation of Urban Reserve is the best possible designation for a number of reasons. Much of the necessary infrastructure is already in place or easily accessible to urbanize the area when it becomes necessary. CWS has a sewer line that terminates at our southern fence line. A county road terminates at our fence line and a paved bicycle path parallels the fence line and extends to Bethany Village. Water is available from two large tanks on the south west corner of Multnomah County and another tank near our property is in the planning stage. A 16 inch water main runs along Skyline Blvd. Those homes already in the city have the use of the water. TriMet busses run within a couple hundred yards of the west side of area 1. Mass transportation into Washington County

would be easily attainable. Much of the land in this area is rated by the state as conflicted and development in this area would negate the need to use prime Washington County farm land for homes. Governmental issues with CWS have been resolved in the case of Forest Park and will be addressed in the case of area 93. The designation of Urban Reserve will encourage Metro to plan for much needed corridors of transportation to Washington County from North Portland. The snow storm January 5th and the death on highway 30 January 13, 2010 demonstrate the need for better transportation solutions. In both cases, there were delays that interrupted families and businesses. The designation of Urban Reserve will allow for the development of planned communities and allow planners time to prepare for future needs. Future developments in this area could augment the cost of infrastructure, including transportation that will be part of the planned urban expansion in Washington County.



METRO

Date 1-14-10

No. 47

Comment Form

(Please print)

Name (required) DOROTHY PARTLOW

Affiliation (if any) NONE

Address (required) PROPERTY OWNER

E-mail (optional) dorothy@lanepr.com

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

attachments

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

January 11, 2010

Metro President David Bragdon / Metro Councilors
600 NE Grand Avenue
Portland, OR 97232

Re: Urban Reserves and Greater Bethany

Dear Metro President Bragdon and Metro Councilors,

The attached map identifies owner support for Urban Reserves in Greater Bethany, for lands found within both Washington County and Multnomah County. Individual parcels have been identified where property owners have shown their support verbally or in writing, for an Urban Reserve designation on their specific parcel. Owners of property shown in light and dark orange adamantly support a significant Urban Reserve area within Greater Bethany. Areas shown in blue are identified exception lands.

We, the property owners in support of an Urban Reserve designation, understand that Urban Growth Boundary expansion into these areas will require future annexation into a city. Furthermore, it is understood that an Urban Reserve designation does not signify that inclusion into the Urban Growth Boundary is imminent. As significant investments in Greater Bethany are on the horizon, we think that it would be poor planning to not recommend this area for an Urban Reserve.

Some specifics regarding the attached map:

- Property owners representing 262 acres within the 464 acre UR-1 hereby request an Urban Reserve designation. An additional 88 acres found within UR-1 are identified as exception lands, which are lands first targeted in a typical UGB expansion.
- Property owners representing 336 acres within the 417 acre UR-B hereby request an Urban Reserve designation.
- Property owners representing 775 acres within Greater Bethany outside of areas UR-1 and UR-B hereby request an Urban Reserve designation.

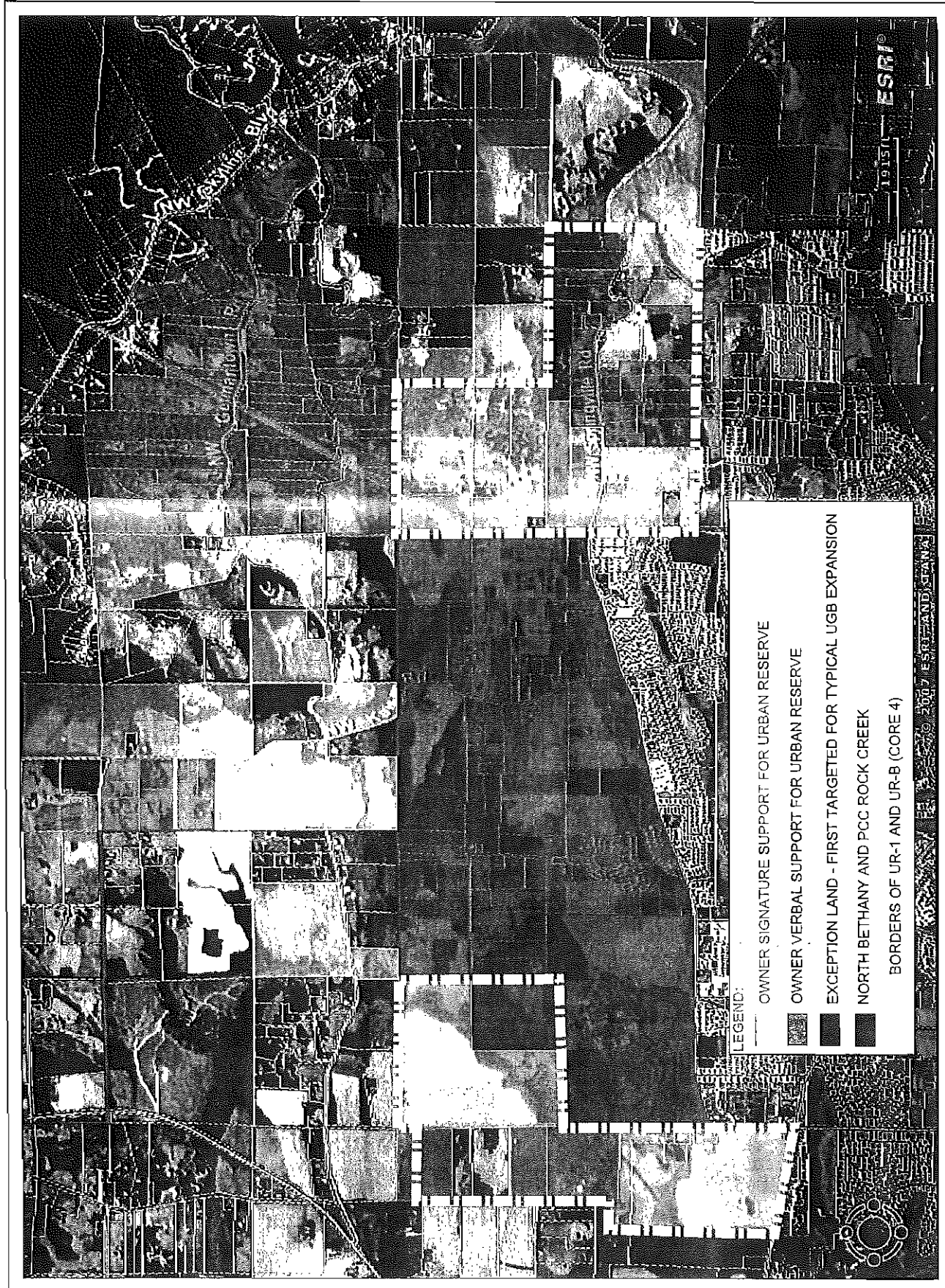
In total, more than 30 property owners representing in excess of 1,350 acres are hereby requesting that the Metro Council designate a large Urban Reserve in Greater Bethany.

Sincerely,

SEE ATTACHED SIGNATURE LIST

ATTACHMENTS:

1. *Visual demonstration (map) of where ownerships are located*
2. *Signature list of Greater Bethany owners in support of an Urban Reserve designation*



LEGEND:

OWNER SIGNATURE SUPPORT FOR URBAN RESERVE

OWNER VERBAL SUPPORT FOR URBAN RESERVE

EXCEPTION LAND - FIRST TARGETED FOR TYPICAL UGB EXPANSION

NORTH BETHANY AND PCC ROCK CREEK

BORDERS OF UR-1 AND UR-B (CORE 4)

ESRI®



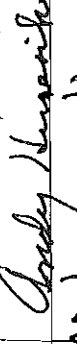




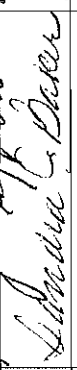

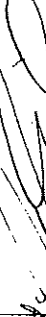
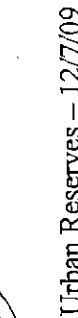
191ST

© 2007 ESRI AND STANA

Owner Support for Urban Reserves in Greater Bethany











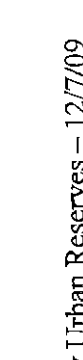
Signatures found herein are provided as an attachment to the December 7, 2009 letter pertaining to support for Urban Reserves in Greater Bethany

We, the undersigned, are the owners of land within Greater Bethany that support an Urban Reserve designation

Printed Name	Signature	Address	Acreage	Date
VERN DYSLIE		6015 NW, 185 th St. So. OR. 97229	86	12/4/09
MYRNA DYSLIE		6015 NW, 185 th St. Portland, OR 97229	86	12-4-09
ANDY HUSERIK		14715 N.W. OLD GERMAN TOWN RD	22.5	12-4-09
FLOREN HAMPIACK		14345 N.W. GERMAN TOWN RD	26	12-4-09
ROBERT SIMMONS		14575 N.W. GERMAN TOWN RD	50	12/7/09
A.H. ARENZ		8707 NW Kaiser Rd 97231	19.8	12/7/09
JIMMY MORRE		8708 NW Kaiser Rd 97231	37.79	12-7-09
VIRGINIA E. RYSTANT		12449 NW SPRINGVILLE RD 97229 Banker property/mult	40	12-8-09
SARAH J. BAKER		13493 NW Countryview 97229	62	12-9-09
JOSEPH KABDEBO		725 SW VIEWMONT DR 97225	55	12-10-09
Dr. Cindy Tomchick		17933 NW Evergreen Parkway Beaverton, OR 97006	38	12-9-09

Owner Support for Urban Reserves in Greater Bethany

Summary	Signatures found herein are provided as an attachment to the December 7, 2009 letter pertaining to support for Urban Reserves in Greater Bethany
Action petitioned for	We, the undersigned, are the owners of land within Greater Bethany that support an Urban Reserve designation

Printed Name	Signature	Address	Acreage	Date
Robert Fahlen		13937 NW Springville Rd Portland, OR 97229	36 A	12-4-09
JOHN Burnham		14419 NW Springville Rd, Portland, OR	115 A	12-6-09
Janet A. Burnham		14419 NW Springville Rd, Portland, OR	115 A	12-6-09
Loren Burnham		14417 NW Springville Rd, Portland, OR	115 Acres	6 Dec. 09
DOROTHY PRETLOW		14425 NW Springville Rd, Portland, OR	37.6	12-6-09
DAVE Blumenthal		14421 NW Springville Rd, Portland, OR	39.5	12/6/09
Kathy Blumenthal		14421 NW Springville Rd, Portland, OR	39.5	12/6/09
Robert F. Peterkott		850 SE Paul Cassette, OR 97333	130 Ac	12/8/09
Dale Burges		7548 N. Charleston Blvd, Portland, OR 97217	84 Ac	12/8/09
Eugene A. Zinsing		16875 NW Greenwood Rd, Astoria, OR 97103	65 Ac	12/9/09
JIN PARK		13555 NW Laidlaw Rd, Portland, OR 97229	130 Ac	12/9/09

DEC 09 2009

Owner Support for Urban Reserves in Greater Bethany

Summary	Signatures found herein are provided as an attachment to the December 7, 2009 letter pertaining to support for Urban Reserves in Greater Bethany
Action petitioned for	We, the undersigned, are the owners of land within Greater Bethany that support an Urban Reserve designation.

Printed Name	Signature	Address	Acreage	Date
HANK SKADE	<i>Hank Skade</i>	17725 N.W. SPRINGVILLE ROAD PORTLAND OR. 97229	38	12/7/09
ROBERT BURNHAM	<i>Robert Burnham</i>	P.O. Box 2647 LAKE OSWEGO, OR 97035	115	12/8/09
VICTY R. BURNHAM	<i>Victy R. Burnham</i>	P.O. Box 2047 LAKE OSWEGO, OR 97035	115	12/8/09



METRO

Date 1-14-10

No. 43

Comment Form

(Please print)

Name (required)

Greg Malinowski

Affiliation (if any)

Malinowski farm

Address (required)

E-mail (optional)

gregory.malinowski57@gmail.com

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment (use back or attach additional sheets if necessary)

Rural Reserve in all of Area 9.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

MALINOWSKI FARM

13450 NW Springville Ln
PORTLAND, OREGON, 97229
gregory.malinowski57@gmail.com

Phone 503-297-9398

January 14, 2010

To: Council President Bragdon and Metro Councilors

From: Malinowski Farms

Request for Rural Reserve Designation

Malinowski Farm is a Certified Organic Farm located in the EFU zoning in West Multnomah County. We have been named Outstanding Conservation partner of the year for 2008. We have been Certified Organic since 1986. This Farm has been an active and productive Farm in our family since the 1940s. We continue to develop our farming operation with new water rights, new Greenhouses, and new and expanded market gardeners serving the urban areas of the Portland area. We will have 5 different farmers growing on our farm. Our Farm was made up of class 3 and 4 soils, but with our new water rights, a lot of the class 3 is now considered class 2 by the USDA, which places them near the top of 8 classes of soils. We believe that this area contains all the ingredients necessary to be of tremendous value to the Urban area as we go into this century. It contains good soils. Most of the area is in large ownerships and is centrally located, within 5 miles of both Hillsboro and downtown Portland. Farms in the area provide wildlife habitat for Forest Park, including raptors, owls, bobcats, elk, and several stands of Oregon White Oak. The area has slopes that would be good for grapes and orchards and flatter terrain for gardens, row crops, and plant nurseries. It provides rural views for the urban area. It is within walking and biking distance from both Hillsboro and Portland. It will provide urban residents with close-in rural access that is fast disappearing from this area.

Just to show you what can be done. One of the market gardeners on our farm grossed between \$10,000-\$12,000 per acre, per year, and provided fresh organic produce for over 120 families on just under 6 acres. That's 20 families per acre. If you look at the land in this area, not just the EFU land but also the smaller MUA parcels, there are opportunities to provide food for 1000s of families. As for Agriculture on Springville Road, the land that Metro Land Group is requesting to develop just east of the Washington County line is EFU, and is currently farmed for Rye grass seed production, in the past it has grown grain, and also was in Hazelnut production. EFU lands to the North of this land have been used in Cattle and hay production. The land just North of Springville RD is also in Rye grass seed production, next to it is a Christmas Tree Farm that has been in business about 50 years, further east and North of there is a mixture of trees and sheep herding, on the South side of Springville land is our farm and some horse boarding, and some timber. Next to us on the East is land that was once a dairy, and then was in Cattle, hay, and timber production. Then you are into the steep Ravines the animals from Forest Park favor. On the North side of Springville, more sheep across the road from us, and then more Christmas Tree farms, and finally on the North Side of Springville the Beovich place which is cattle and hay, and this year is adding potatoes, and is looking at placing Greenhouses. again.

One of our more successful CSA's (subscription farming) Provided on average fresh vegetables for about 20 families per acre. 1000 families need about 50 Acres, 10,000 families, about 500 Acres. the land needs to be all cropland, (plowable) and need water rights. In our area, Malinowski Farm has water

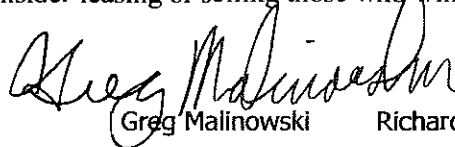
rights, and according to the Water Master of Dist.18 there is no restriction on applying to develop new water rights in the South West hills of Multnomah County. Once we have a 50 year window on non-urbanization, there will be no longer any reason for landowners not to invest in Water systems, Orchard plantings, Nurseries, Pocket Vineyard's, We have been able ourselves to triple our rate of return on live weight of our cows by grazing only, and doing Direct sales of beef, to both retail, and wholesale customers.

Rural reserves allow capital and infrastructure added to the land. For organics we need up to 5 years just to convert it to Organic. If you want farmers to spend \$40,000, on water wells and Irrigation systems, another \$100,000 on equipment, build new barns, plant orchards and crops that will not even produce for 3-5 years, you will need to take that ground out of urban play at least until they can re-coop their investment. Rural reserves are about the only way to do that. With Rural Reserves you will see this area bloom with farms. Without it... one of my neighbors cut down his forest, pulled down his barn, and had a source for water for livestock, which he bulldozed and buried. He says his ground is not worth much for farming. An, yes he will not rent it for more than 1 year at a time.

So the value of having a rural reserve close to Urban areas, would be that ground would be converted to Agriculture tuned to meet the needs of our Urban neighbors, with fresh fruit, vegetables, air and wildlife within and easy walk of a mile or 2 of their homes, connected not just by roads for cars but via the west side trail system by hiking and biking trails.

In closing, Malinowski Farm requests that you please designate all of Area 9 in the West Hills as Rural Reserve to protect close-in farms, forests, and natural resources. We support the Agriculture and Natural Resources Coalition reserves map. That way those who have no interest in living and farming here will consider leasing or selling those who will.

Thanks for your time. Malinowski Farm



Greg Malinowski



Richard Malinowski



SMALL GRANT PROGRAM APPLICATION 2009-2011

Application Processing Information (to be completed by the Small Grant Team Contact):

Application #: _____

Date Received: _____

Date Acted On: _____

_____ Recommended _____ Denied

SGT Contact

Signature: _____

I. GENERAL INFORMATION

OWEB Funds Requested \$9,983
Round to nearest dollar

Total Project Cost \$ 22,703
Round to nearest dollar

Name of Project (five words or fewer) Malinowski Farin habitat improvement

Project Location (if more than one, include location/landowner information on each map.)

This project occurs at (check one):

Abbey & Bronson / Rock Creek / Tualatin
Watershed(s)

A single site

Multnomah
County or counties

Multiple sites

1N, 1W, sec. 1b & 21a & b
Township, Range, Section(s)
(e.g., T1N, R5E, S12)

-122.81259, 45.564312
Longitude, Latitude (e.g., -123.789, 45.613)

1709001004
Subbasin(s) - Please note the 10-digit hydrological unit code, previously 5th Field HUC

Abbey Creek & Bronson Creek tributary
River or Creek Name (if applicable)

River Mile (if applicable)

Have you previously submitted an application to OWEB, either through the regular or small grant program, for this project, or one similar to it on the same property? Yes Grant # _____ No
If yes, explain _____

II. CONTACT INFORMATION

Applicant Org.: West Multnomah SWCD	Contact: Kammy Kern-Korot
Mailing Address: 2701 NW Vaughn St., Suite 450, Portland OR	Zip: 97210
Phone: 503-238-4775 x108	Email: kammy@wmswcd.org

Landowner(s): Greg Malinowski	
Landowner Address: 13130W Springville Road, Portland OR	Zip: 97229
Phone: (503) 367-1983	Email: gregory.malinowski57@gmail.com

Project Manager for the Grantee: Kammy Kern-Korot (and landowner listed above)	
Project Manager Address: 2701 NW Vaughn St., Suite 450, Portland OR	Zip: 97210
Phone: 503-238-4775 x108	Email: kammy@wmswcd.org

Fiscal Agent Org.: WMSWCD	Contact: Erica Stokes
Fiscal Agent Address: 2701 NW Vaughn St., Suite 450, Portland OR	Zip: 97210
Phone: 503-238-4775 x100	Email: Erica@wmswcd.org

Technical Contact: Kammy Kern-Korot	
Phone: 503-238-4775 x108	Email: kammy@wmswcd.org

III. PROJECT INFORMATION

Priority Watershed Concern: the project will address—Check One Only:

- Instream Process & Function Riparian Process & Function Urban Impact Reduction
 Wetland Process & Function Road Impact Reduction Upland Process & Function
 Fish Passage Water Quantity & Quality/ Irrigation Efficiency

Small Grant Team Priority Project Type(s) addressed by the project (see application instructions):

Upland Process and Function: Manage Erosion: manage mud; Manage Nutrient and Sediment Inputs to Stream through the management of vegetation cover & animal waste; Manage Vegetation: plant or seed; control weeds.
Wetland Process and Function: plant native wetland species; control weeds

1. Is the project consistent with the local watershed assessment or action plan?

- Yes Name primary assessment/plan The Middle Tualatin-Rock Creek Watershed Analysis; and the Tualatin Agricultural Water Quality Management Plan
 No N/A—The watershed does not yet have an assessment or action plan

Is the project consistent with the local Agricultural Water Quality Management Area Plan?

- Yes No

Is the project consistent with any developed plan for the property (e.g., local conservation or stewardship plans, etc.)? Yes No

If yes, name the plan(s): Conservation Plan developed with West Multnomah SWCD (see attached).

2. Describe the current watershed PROBLEM(s) you are seeking to address.

This approximately 57 acre farm property feeds three different streams in three different watersheds. The farm has potentially high value habitat areas -- including oak / madrone upland, oak woodland, wet meadow and other wetlands -- but inadequate native vegetation and the presence of invasive species undermines habitat value. There are 2 ponds on the farm which only have a narrow riparian buffer and at least one pond harbors bull frogs. Lack of shade contributes to algal growth and warming of the pond water, which overflows to a stream. The north pond is mostly surrounded by blackberry and reed canary grass. There is an abundance of invasive English hawthorne, which birds readily spread. Other invasive plants include Himalaya blackberry, holly, non-native cherry, and ivy. A lack of multiple native hedgerows and a robust representation of diverse native species limits the pollinator and insect habitat potential of this organic farm.

There are two sacrifice areas for ~25 head of cattle on the farm and neither area has gravel or other non-organic surfacing. In the past, gravel applied to these areas mixed with the manure when it was scooped and ended up in the fields (where it can foul farm machinery and potentially cause a serious injury to the tractor operator if hurled in the air). Manure in these areas, therefore, turns to mud -- causing both potential animal health and water quality issues. During rainy periods, surface water picks up nutrients in the extremely wet and muddy lower sacrifice area and flows into the south pond. The problem is exacerbated by a lack of fully functioning gutters and downspouts on both the upper and lower barn. The excess of mud and manure at the lower barn is of greater concern because of its proximity to the pond, whose overflow goes to a stream.

At the upper barn, roof water fills 2 water troughs but then spills over into manure areas, where it can pick up leachate. The inside of the barn, which is the primary winter shelter, also gets excessively muddy.

In the mixed fir-oak tree areas of the farm, some of the Oregon oak trees are being shaded out by the fir trees. Oregon oak, a declining species (and increasingly rare habitat type), likes full sun and room to develop a full canopy,

and does not compete well with conifers. The largest woodland on the property is also overrun with invasive English hawthorne.

While the landowner loves bats and appreciates the mosquito control they perform, bats roosting in the equipment shed is proving problematic. Bat droppings land on the truck parked in the shed, which will likely lead to corrosion.

All parts of the farm feed to streams that are part of the Rock Creek / Tualatin Basin, which suffers from high stream temperatures (Oregon DEQ lists temperature as a limiting factor), which impede with the salmonid lifecycle. A lack of adequate shade from riparian vegetation contributes to this problem. Erosion, sedimentation, incised banks and high nutrient levels are also problems and indicators of inadequate woody vegetation along stream banks and in adjacent wetlands and riparian zones.

Water Quality sampling in Bronson Creek show E. Coli levels approaching and slightly exceeding safe levels E.coli on sampling dates in 2008. (See attached summary of E. coli sampling results.) E. coli bacteria is generally traced to the feces of animals, such as livestock.

The landowner works diligently at improving habitat on the farm, but also has a part-time job off-farm, and much farm upkeep to perform and livestock to which to tend. His farm is family run and resources are limited.

3. Describe the SOLUTION(s) you are proposing to address the current problem(s). (attach a site map, color photo(s), and (if applicable) a project drawing

Invasive blackberry around the north pond will be removed and both ponds will be planted with riparian, shrub-scrub or forested wetland species to provide pollinator and other habitat, make shade, and filter nutrients that might otherwise flow seasonally into the Abbey Creek tributary to the North and the Bronson Creek tributary to the Southeast. Emphasis will be placed on tall fast growing species such as cottonwood for the South side to shade and cool the pond and limit algal growth. Approximately 0.3 acre will be planted around the north pond and 0.2 acres around the south pond.

In addition to native plantings, the landowner will remove bullfrog egg masses from the pond(s) in late spring using identification information provided by WMSWCD and will continue to install basking logs for turtles to improve pond habitat.

A pollinator and filter hedgerow (2 rows of native trees and shrubs) will be planted below the lower sacrifice area to help intercept nutrients flowing out of that area. Another hedgerow, approximately 0.25 acre, will be planted along Springville Lane (approximately 0.25 acre).

Invasive English hawthorne will be removed from the oak-fir woodland, along the Southern fence / property line and elsewhere on the property. Since the farm is organic, mechanical methods must be used. The landowner has had good success pulling them out with heavy equipment and chains, particularly when the ground is soft. Cutting and hacking the stump is another solution. Blackberry, holly, ivy, and non-native cherries will be removed from the smaller mixed woodland (Field 12 on the Conservation Plan map) on the property. Douglas fir tree competing for Southern exposure with Oregon oak trees will be girdled for wildlife or removed and milled or made into firewood. Some may also be left as downed wood in areas that do not interfere with farm operations.

Two to three bat boxes will be installed in the vicinity of the equipment shed to encourage bats to roost outside the equipment shed. The landowner will install a tarp or other non-intrusive device to catch droppings of those bats that do return to roost in the rafters of the shed, and will take care not to disturb any bats during hibernation or nursing.

At least one heavy use area will be installed, with priority given to the sacrifice area outside the lower barn. It will be approximately 50 ft. by 25 feet. The preferred surfacing would be 2" of pit-run gravel, 4-6" of rock (to avoid the earlier problems of gravel); and a top layer of sand. A total of ~2,500 to 3,400 square feet of heavy use area is needed at both the upper and lower barns. The larger number would allow an area ~ 20 ft. x 20 ft. in the upper barn interior, where the cows seek winter shelter, to be rocked. Missing gutters and downspouts on the lower barn will be replaced and needle resistant leaf filters will be installed, if funds permit. The water from both barns will be routed away from heavy use areas.

Malinowski Farm Plan

Date: 10/28/2009

Customer(s): A P MALINOWSKI

District: WEST MULTNOMAH

Approximate Acres: 57

Legal Description: T1N R1W Sec. 16d (Mult) & 21a (Wash.)
FSA Farm #3, Tract #4, CLU #s1-3, 5, 7-11

Field Office: PORTLAND SERVICE CENTER

Assisted By: Kern-Korot, Kamela
State and County: OR, MULTNOMAH




Legend

Upper pond buffer

Lower Pond Buffer

 Conservation Practices

Fields

 existing trough

 ponds



Beovich Farm
11525 NW Springville Road
Portland, OR 97229

June 18, 2009

Multnomah County Reserves Citizens Advisory Committee
c/o Chuck Beasley, Senior Planner
Multnomah County Land Use Planning
1600 SE 190th Avenue
Portland, Oregon 97233

RE: Urban and Rural Reserves

Dear Citizen Advisory Committee,

My family and I have been farming our 94 acres on NW Springville Road for over 50 years.

Our farm is profitable and we are adding new crops such as potatoes that will be even more profitable. We are also planning to invest in new greenhouses to grow vegetables, which are a high value crop and will provide food for local markets.

There is no good reason this land can't be profitably farmed by someone who wants to farm it.

Folks who are ready to retire from farming should sell their land to young farmers to keep it in production.

The agricultural land along Springville Road should be put into a Rural Reserve to protect it from urban development, and to preserve the farm-friendly conditions in the area.

Thank you, The Beovich Family

cc: Jeff Cogen, Multnomah County Commissioner / Core 4
Deborah Kafoury, Multnomah County Commissioner, District 1
Kathryn Harrington, Metro Councilor / Core 4
Rex Burkholder, Metro Councilor, District 5
Reserves Steering Committee



METRO

Date 01-14-10

No. 30

Comment Form

(Please print)

Name (required)

George Souder

Affiliation (if any)

Address (required)

17817 N.W. Skyline Blvd.

E-mail (optional)

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Ag-Nat. Resources map

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 01-14-10

No. 12

Comment Form

(Please print)

Name (required) JOHN P. CHERRY

Affiliation (if any) _____

Address (required) 2910 N.W. Mc DANIEL RD

E-mail (optional) N/A

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

AREA CONCERNED WITH IS IN BONNY SLOPE AT THE INTERSECTION OF THOMPSON AND Mc DANIEL RD PROPERTIES IN QUESTION ARE LAND LOCKED BY WASH CT LINE AND FOREST HTS. WHY CAN'T THIS AREA BE DEVELOPED IS NOT FARMING LAND.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 01-14-10

No. 13

Comment Form

(Please print)

Name (required) JIM EMERSON

Affiliation (if any) FOREST PARK NEIGHBORHOOD ASSOC.

Address (required) 13900 NW OLD GERMAN TOWN ROAD

E-mail (optional) speckhake@hotmail.com

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

SEE ATTACHED LETTER / MAP -
FAVORING RURAL RESERVES IN NW SECTOR
NORTH OF HWY 26

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

13900 NW Old Germantown Road
Portland, Oregon 97231
January 14, 2010

Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

RE: Urban and Rural Reserves

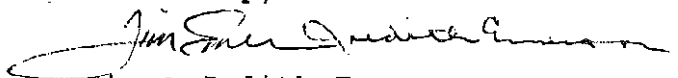
Dear Metro Councilors,

Thank you for the many months of listening and consideration you're giving to a sustainable future for this region. Peering out to 2050 or 2060 is difficult; yet we know that people will need local food sources, compact communities, and close access to nature. The paradigm shift away from continuous outward expansion, towards creative reinvestment in existing infrastructure with compact transportation networks, has already started. It is no accident that European firms like Wacker Siltronic, Adidas, and Vestas located close-in. As we realize that almost none of the 2002 UGB expansion land has been built upon, and we see the outer suburbs peppered with "for sale" signs on 4000 sq.ft. houses which once sold for \$500,000 and up, we can realize that already the urban boundary has exceeded a sustainable size.

The attached map of the Northwest sector of our region shows that just within the past 20 years, over 6 square miles of new, automobile-dependent suburbs have been built on former farmland and forestland. Rural land from West Union Road to the Washington County line has been converted, with more to come in North Bethany. Forest Heights and several smaller subdivisions have eradicated over a square mile of forested stream headwaters land. About half of Forest Park's habitat buffer has disappeared in this short time span, as has an even greater percentage of farmland in this unique rural wedge close to Portland. Each time a "compromise" is made at Periodic Review, rural uses come closer to extinction.

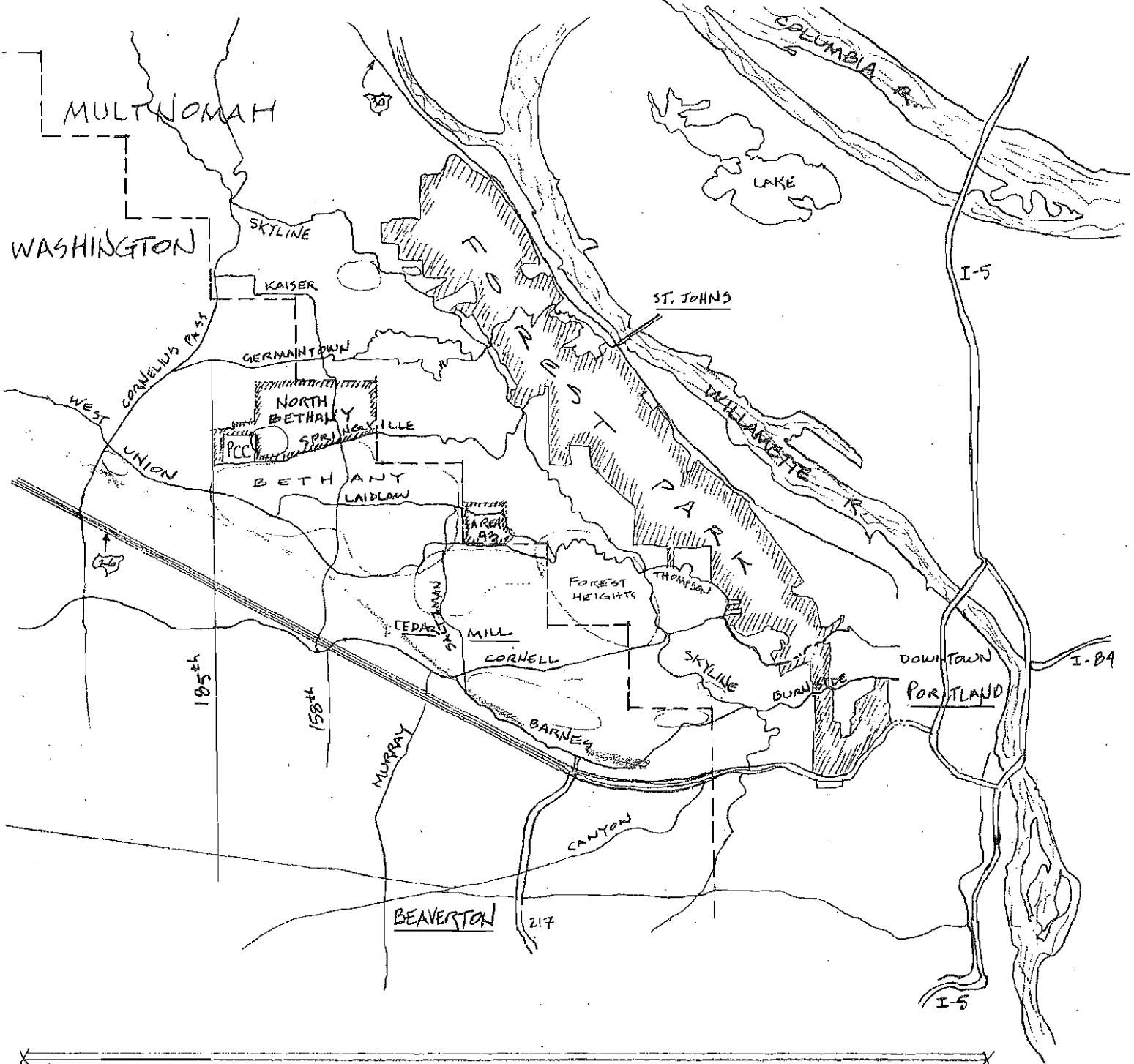
In the Northwest sector, it is time to say "enough." Rural Reserves give our descendents options, while Urban Reserves at the fringe will bring more low-density subdivisions. The county line makes an effective boundary. Remaining rural lands in Multnomah County should all be Rural Reserves, as recommended by the CAC. Washington County lands as shown on the January 11 map by the Agriculture and Natural Resources Coalition should also be Rural Reserves. This is a fine legacy for the future.

Sincerely,



Jim & Judith Emerson

cc: Multnomah County Board of Commissioners
Forest Park Neighborhood Association Board



PORTLAND, OREGON METROPOLITAN AREA

NORTHWEST SECTOR — NORTH OF HWY. 26

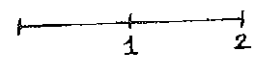
AREAS OF RECENT SUBURBAN DEVELOPMENT

1990 - 2009

- PREVIOUS LAND USES : FARM, FOREST, AND HABITAT
- FOREST PARK HABITAT BUFFER REDUCED FROM 2-4 MILES TO 1/2-2 MILES

----- APPROX. NORTHERN EDGE OF URBANIZATION IN 1990

○ NEW SUBURBIA BUILT : APPROX. 6 1/2 SQ. MILES (~ 4200 ACRES)



15 mm = 1 MILE

Jan. 14, 2010
Jim Emerson



METRO

Date 1-14-10

No. 37

Comment Form

(Please print)

Name (required) Jerry Grossnickle

Affiliation (if any) Forest Park Neighborhood Assoc

Address (required) 13510 NW Old Germantown Rd, Portland 97231

E-mail (optional) jerrygbw@aol.com

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Comment attached
(re "no designation" designation)
Mayor Adams' letter dated Dec 10, 2009 is attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

Jerry Grossnickle
13510 NW Old Germantown Rd.
Portland, OR 97231
Phone 503-289-3046
E-mail jerrygbw@aol.com

January 14, 2010

Metro Council

Designating “No Designation”

I would like to urge the Council to reject the suggestion that some areas adjacent to the UGB should be left undesignated, neither urban or rural.

In particular, I favor designating all of the NW hills of Multnomah County (Area 9) Rural Reserves.

Consider the reasoning of the City of Portland on this point: In a December 10 letter to the Multnomah County Board of Commissioners, where the City recommends a rural designation, Mayor Adams and Commissioner Fritz (City representatives to MPAC) make the following argument:

We conclude that the suitability criteria support a rural designation over “urban,” and a “no designation” is too uncertain and too ambiguous. Further, it may not meet the statutory purpose statement envisioned on SB 1011 and contained in [the Oregon Administrative Rules] OAR 660-027-0005 of either protecting lands – for their farm, forest natural systems or natural landscape features value – or designating them to meet future land needs. We believe this means that where lands meet the rural reserve criteria, and that these outweigh the urban criteria, then there is an affirmative obligation to designate those lands as rural. Urban and rural designations were meant to work together to help ensure livable communities, including protection of the natural landscape features that define the region for its residents. A “no designation” does not work to achieve this end. Relevant language in the purpose statement reads in part.

...Rural reserves under this division are intended to provide long-term protection for large blocks of agricultural or forest land **and for natural landscape features that limit urban development or define natural boundaries of urbanization.**” (Emphasis added)

The natural landscape features that extend westward from Forest Park include riparian streams, wildlife habitat, and corridors for ecological and scenic connectivity. These are significant features in themselves. When taken together with the County line, which is the same as the power easement, it divides the North Bethany concept plan area and Lower Springville Road/East Bethany properties in ways that both "limit urban development" and "define natural boundaries of urbanization."

The letter goes on to detail why this area should not be designated urban and why it is so suitable for rural designation. I recommend that the City's letter (attached) be included in the record.

Thank you.

Jerry Grossnickle



December 10, 2009

Multnomah County Board of Commissioners
501 SW Hawthorne Blvd. Suite 600
Portland, Oregon 97214-3587

Dear Chair Wheeler and Commission Members,

RE: City of Portland Position: Reserve Designations for NW Hills – Multnomah County
Powerline/Germantown Rd. – South – Map Areas 7a and 7b
East Bethany and Bonny Slope East

On behalf of the Portland City Council, my fellow MPAC colleague, Commissioner Amanda Fritz and I want to commend your Board, your planning staff and the county reserves Citizens Advisory Committee. This is ground-breaking work that will serve the region for decades to come. In particular we want to also commend Commissioner Jeff Cogen for his dedicated work as the county's representative to the region's CORE-4.

Thank you again for allowing us the opportunity to share the City of Portland's position and recommendation on urban and rural reserve designations in the unincorporated NW Hills.

The City of Portland staff in the Bureau of Planning and Sustainability (BPS) has participated in the Urban and Rural Reserves process since the legislation passed in 2007. Portland also served on the regional Reserves Steering Committee. As Mayor, I designated BPS Director Susan Anderson and Supervising Planner Bob Clay to represent Portland. My planning staff worked closely with your planning staff and your reserves Citizens Advisory Committee (CAC) to provide information on land use, transportation, and urban service suitability. At my direction and with the help of the City's Planning and Development Directors Team, city planning staff also convened the city's urban service provider bureaus to analyze the feasibility, costs, and benefits of providing urban services to several locations in the NW Hills—and to weigh these against the city's many priorities.

In part, because of this internal and external collaboration and outreach, the City of Portland is largely in agreement with the recommendations before you. There is only one area where we differ from the county staff recommendation—Map 7a and 7b. Let me highlight those reasons for you below.

The areas in question are in Suitability Area 7b, and also contain areas known as East Bethany and Bonny Slope East/East Laidlaw Road.

1. Multnomah County NW Hills, including Lower Springville Rd/East Bethany – Map 7a and 7b

At this time and based on city staff evaluation of the reserves suitability criteria we recommend this area be designated "rural." We conclude that the suitability criteria support a rural designation over "urban," and a "no designation" is too uncertain and too ambiguous. Further, it may not meet the statutory purpose statement envisioned on SB 1011 and contained in OAR 660-027-0005 of either protecting lands—for their farm, forest, natural systems or natural landscape features value—or

designating them to meet future urban land needs. We believe this means that where lands meet the rural reserve criteria, and that these outweigh the urban criteria, then there is an affirmative obligation to designate those lands as rural. Urban and rural designations were meant to work together to help ensure livable communities, including the protection of the natural landscape features that define the region for its residents. A "no designation" does not work to achieve this end. Relevant language in the purpose statement states in part,

"...Rural reserves under this division are intended to provide long-term protection for large blocks of agricultural or forest land and for natural landscape features that limit urban development or define natural boundaries of urbanization." (Emphasis added)

The natural landscape features that extend westward from Forest Park include riparian streams, wildlife habitat, and corridors for ecological and scenic connectivity. These are significant features in themselves. When taken together with the County line, which is the same as a large power line easement, it divides the North Bethany concept plan area and Lower Springville Road/East Bethany properties area in ways that both "limit urban development" and "define natural boundaries of urbanization."

During the course of the reserves process, city staff in our urban services bureaus met to evaluate the NW Hills area. The group concluded that there were insufficient reasons to designate the area "urban." Let me summarize seven of those concerns:

a. **Governance:** Any further urbanization in the NW Hills faces a very difficult and long-standing challenge of governance - which remains unresolved. Multnomah County has not provided or coordinated urban services for development for more than 25 years, and no municipal government has made an affirmative commitment. The governance problems are all the same issues as have been found extremely difficult in Bonny Slope West (Area 93).

b. **Suitability:** Setting aside governance, and even if Portland or other provider(s) could serve the area cost-effectively, there is a question as to whether this is a priority location to meet long-term future housing and community development needs given the area's natural landscape features. We think given this location's context with Forest Park and its important natural landscape features, a "rural" designation is warranted. We think that when combined with the city and region's many other priorities, that on balance, it is not the right location at this time. We think the county line together with the power line easement location makes development west-to-east into Multnomah County impractical, and the potential development impacts to adjoining natural features of Forest Park significant. Portland is committed to build upon the natural landscape beauty and legacy of Forest Park. Over time, the city can acquire key parcels working with the Metro Greenspaces program and other resources. The city has not seen convincing evidence that residential development of the type contemplated will generate enough revenue to contribute to additional land purchases for open space adjacent to Forest Park.

c. **Unknown urban service liability and maintenance obligations:** The city is also concerned about the viability of development in this location, particularly off-site transportation costs and impacts through portals into Portland. Our Portland Bureau of Transportation staff (PBOT) has expressed major reservations about future service liability costs for maintenance. City transportation staff is likewise concerned about off-site SDC contributions required for additional Washington County north-south collectors such as the extension of NW Saltzman Road. Portland has a growing backlog of infrastructure and maintenance needs—and an obligation to residents in existing centers, corridors and employment areas. Residential development that straddles Lower

Springville Road would almost certainly require major off-site road improvements. Development in this area will likely contribute to additional traffic on rural routes to Portland; roads that pass through environmentally sensitive areas that already have traffic congestion, safety problems, and are virtually impossible to improve in a way that would adequately handle additional volumes of urban commute traffic.

d. Impacts from traffic and development on Forest Park: Portland Parks and Recreation staff has raised concerns over environmental impacts to Forest Park. There is concern over impacts from traffic and development on nearby Forest Park, environmentally sensitive areas, stream corridors, wildlife habitat and natural landscape features. The concept of generating excess revenues from residential development to acquire off-site park and open space land near Forest Park, while interesting, met with great skepticism in light of expected on-site development costs and off-site transportation costs in particular.

e. Meeting Regional Housing Needs: Portland and Multnomah County cities have historically accommodated a large share of population growth in the region. This residential development has included some of the highest overall densities and a range of needed housing types, including providing housing for some of the region's most cost-burdened households. Portland is an unfinished city. Through infill and re-development Portland has accommodated 36% of all housing starts in the region over the past 15 years. Portland expects to continue to accommodate a large share of the region's growth in existing centers and corridors, in a sustainable development pattern, largely served by transit and more neighborhood amenities.

Staff analysis finds that the city has significant zoned and planned development capacity in its many centers and corridors to accommodate growth that is accompanied by a focused investment strategy. The Portland Plan, the city's Comprehensive Plan update, will test and further refine the city's overall growth aspirations. The Portland Plan update has not focused on the having to meet the regions, or its own, urban land needs in any unincorporated areas of the NW Hills. Portland's compact form, transit investments, and extensive redevelopment over the past 30 years give it an advantage over other cities across the globe. These advantages will help us meet the city-county adopted Climate Action Plan goals to reduce green house gas emissions and vehicle miles traveled. The enormous existing capacity for additional infill and re-development in the county's largest city also means the county is doing more than its part to meet regional growth obligations over the 40-50 year planning horizon.

Washington County has proposed very large amounts of land for "urban" designation, including additional areas to the west of the North Bethany Concept Plan which we believe would, if needed, be more suitable. Given the aforementioned challenges, and unknown costs and benefits, from Portland's perspective, the properties east of North Bethany appears to offer lower urban productivity value to meet urban land needs compared to existing centers and corridors – and compared to urban designations proposed in locations adjoining North Bethany to the west.

f. Food Security: While East Bethany does not contain foundation agricultural land, urbanization could adversely affect farm operations on surrounding important and conflicted agricultural lands. Given their proximity, these lands are likely to be increasingly important to the city and region for food security.

g. Portland has committed investment priorities elsewhere: As mentioned, Portland has extensive growth aspirations and infrastructure investment needs in its centers, corridors and

employment areas—where it will accommodate a large number of households and jobs, and produce more benefits to more people in the future.

Should any properties east of North Bethany area become either “urban” or undesignated, we urge you to recommend that Metro mediate a resolution to governance, preferably between cities. Such an agreement would specify who provides municipal urban services in a way that is both cost-effective and within an existing city. A similar sub-regional agreement already exists for areas south of HWY 26 between Portland, Beaverton and Washington Counties; Metro Urban Services Boundary Ordinance # 96-665C adopted March 6, 1997.

2. Bonny Slope East/East Laidlaw Road

Multnomah County retained Portland and several subcontractor consultants to prepare a Concept Plan for Bonny Slope West to fulfill a UGB expansion decision made by Metro in 2002. After a very collaborative process with your staff, Portland has concluded it is not cost-effective for the city to provide or coordinate urban services to this location, and accordingly recommends “Bonny Slope East” also known as East Laidlaw Road area be designated as “rural.”

Again, on behalf of the Portland City Council, we want to thank you for the opportunity to comment.

Best regards,



Mayor Sam Adams



Commissioner Amanda Fritz
City of Portland

Cc Susan Anderson, BPS, City of Portland
Joe Zehnder, Chief Planner, City of Portland
Portland Planning and Development Directors
Chuck Beasley, Multnomah County Senior Planner



METRO

Date 1-14-10

No. 41

Comment Form

(Please print)

Name *(required)*

JOE RAYHACK

Affiliation *(if any)*

SELF

Address *(required)*

15248 NW GERMANTOWN ROAD

E-mail *(optional)*

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment *(use back or attach additional sheets if necessary)*

WILL PROVIDE A PACKET

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

Cover Letter From Joe Rayhawk for January 14,2010
Metro Council Hearing on Reserves
Recommend Following 1000 Friends Map to help
Focus next several USB adjustments for Metro Goals
Recommend Strongly that Area 9b (and all of 9) be
designated Rural Reserves

Urban Factors

Result: East Bethany Does not meet most factors

Metro Indicators

Result: 13 Negatives, 2 Neutrals,
1 Neutral-to-negative
0 positive

Mendacity

Roads

- Verbal Description
- North Bethany Concept Plan
- Saltzman Widening

Washington County 2020 Plan

Potential Victims

Growth or Nongrowth

Title: Input To Metro Re East Bethany(Area 9B), Area 9 in General and the Reserves

From: Joseph C Rayhawk
15248 NW Germantown Road
Portland, OR 98231

Date: January 14, 2010

My name is Joe Rayhawk. My wife and I operate Abbey Creek Stables on a 34 acre ranch just north of North Bethany.

Several years ago, at considerable cost, we put land on both sides of Abbey Creek into a conservation project out of concern for the water quality of the Rock Creek Watershed. Among other things this involved digging over 200 holes 3 feet deep and 1 foot in diameter to build fences to keep our horses away from the creek but that allow easy access by the fauna to the flora and to the aqua.

I testified earlier about the area around 185th and West Union. I am pleased that your map shows an area whose size is just about perfect to allow for improving the congested roads there and yet protect the nearby Rock Creek and its flood plains.

I am here to support designating all of Area 9 as Rural Reserves. I will concentrate on Area 9B. I believe that it is important to protect the area for the ecosystems and for the wildlife.

The area clearly meets the factors for Rural Reserves. The recommendation from the Multnomah County CAC after 16 3-hour meetings bears this out. The area also does not meet the factors for Urban Reserves. We should be done, but the topic is still on the table.

Perhaps the Core 4 and the various boards should be allowed to consider large issues in case for some reason the factors just are not right. All indications are that the factors lead us to wisdom here.

I am impressed by the letter from Portland that includes three parts.

- 1) Their view that some of the Rural factors are so positive that they do not need to look at all factors.
- 2) Their view that some of the Urban Factors are so negative that they do not need to look at all of the factors.
- 3) Their interpretation that if it is even close that the law suggests that the area should be designated Rural.

I am not comfortable with their partial evaluation of the Urban Factors. So, I am submitting for the record my evaluation of the area that shows it meets almost none of the factors for Urban Reserves.

I am submitting an evaluation of 9B with respect to the 16 factors suggested in your COO's report for evaluating suitability. This is an update on the evaluation I submitted last year that was for both 9B and the nefarious West Forest Park Concept. Turns out it is even worse by itself. I get 13 factors negative, 2 neutral and 1 either neutral or negative. No positive indications.

With respect to this area being under discussion, I want to quote from Tennessee Williams:
There is "a powerful and obnoxious Odor of Mendacity" having to do with area 9B.
I have discussed some of the detail in my packet.

Metro has a reputation for both clean and visionary government.

I believe that you should be running and hiding from any association with this.

I was conned by some of these people earlier. Given that, I wonder if the map in December that showed

much of the West Hills as undesignated was a con to allow advocates to say that Urbanizing Area 9B is somehow a compromise.

If so, the mendacity rolls on.

It should be clear that I really believe that streams and habitat are important, in particular that I am willing to make sacrifices to help with the streams and habitat. That has always been a secondary part of why I got involved in all of this.

It has been the official policy of Washington County for a generation to foster growth by not requiring new developments to pay the full cost for the infrastructure needs that they generate. This has led to an underinvestment in infrastructure that puts people lives at risk, leads to poorer education for our children and tempts developers to fund political candidates who seem to put the interests of the developers before what is good for the people.

Of particular note here, is that my family lived in Oak Hills from 1988 until 2003.

This is one of the communities between Area 9B and where the jobs are.

My family suffered from the under investment as the communities north of us were built without improving the increasingly crowded and dangerous roads. Due to one un-nice little trick, Bethany was allowed to develop before the Beaverton School District could fund even the elementary and middle schools for it. As a result, my children, the children of my innocent neighbors and indeed the children of Bethany got to attend the most over-crowded schools in the district.

The children from the first 800 homes of North Bethany are being squeezed into over-crowded middle and high schools even now. It appears that there is no plan for a new high school yet.

I include in my packet an analysis of the current roads systems between Area 9B that shows that the under investment is by no means fixed. I also include a review of the actual plans for roads in North Bethany that may surprise you as the actual plans are a lot less than what was discussed last summer.

The summary is that about six roads lead to the West Hills but you cannot necessarily get there in a timely fashion or without considerable risk

As a special note, the partial widening of Saltzman is often quoted by developers as a sign that the road might

get all the way to Springville. The proper analysis is that it suggests Washington County does not have even enough money to widen it properly and far enough to fix the current disaster state.

A result of that underinvestment, along with some other disasters, is that we have squandered many of the advantages that led Intel and others to move here and make Washington County into a jobs-growth engine. That squandering has made us non-competitive versus other areas in the country. Even worse, we are no longer really competing against just the United States. The huge out-sourcing trend would have probably swamped us anyway.

High tech has not really been a growth engine for more than 10 years. As you know almost all actual housing growth has occurred within the original Urban Growth Boundary. And relatively little of the industrial lands bought in has actually been developed. As you know, Damascus has not been able to create any job growth.

My own analysis of North Bethany is that it does not actually make sense, but, we are only now beginning to realize that it has many of the problems of Damascus. I have only recently realized that the effects of apparent

slow growth been happening everywhere in the Metro region. The effects were masked by gyrations caused

by the housing bubble.

I support the Agriculture and Natural Resources Coalition reserves map.

Given the high probability that we have become a non-growth community like so much of Oregon, the map seems to embody considerable wisdom about protecting the still solid industry of agriculture and our last remaining advantage, the beauty of our nearby rural lands. It should focus the next few UGB expansions if any into areas that will help maximize the value we get versus our constrained infrastructure.

Please designate all of Area 9 in the West Hills as Rural Reserve to protect close-in farms, forests, natural resources and the 15000 families between it and where the jobs are and the 5000 families to be in North Bethany and the several thousand in the Cedar Mill area that would be in the way for those not commuting towards Hillsboro.

Note: To Metro Council January 14, 2010 - This is as I presented to the CAC in July, 2009
I believe it helped in getting them to re-evaluate, but the principal reason they changed was that they got clarification with respect to the meaning of several factors from Multnomah County Council. They then re-rated East Bethany (referred to here as 7.1) much lower. In the final actual vote, they recommended all of Area 7 for Rural Reserves. It is also worth noting that the Multnomah County staff although apparently wanting to stick to the earlier interpretations decided to recommend the area as Undesignated. I believe they agreed that it did not meet the Factors for Urban Reserves.

Title: Input for the Next Meeting of the Multnomah County CAC on Urban and Rural Reserves.
Author: Joe Rayhawk
Date: July 22, 2009

Summary: I believe the Committee erred in rating Area 7.1 as Medium with respect to Factors 1, 3, 4, 5, 6 and 7, and, in rating Area 7 as Medium with respect to Factor 8.

I present arguments below that are compelling with respect to factors 1, 3, 4, 5, 6 and 8 and a little less compelling with respect to Factor 7.

In particular, it is absurd to think that the area will get bus service, can use public schools in North Bethany and that adding their cars can do anything other than make several terribly congested roads in Washington County worse.

1. Can be developed at Urban densities in a way that makes efficient use of existing and future public and private infrastructure investments;

Area 7.1 is dependent on development of roads in Washington county, including Bethany Boulevard and Saltzman Road.

These two roads, among others, should have been widened from 2 to 5 lanes **10 years ago** with development of the first Bethany and with developments along Saltzman north of Cornell. Washington County has not required new development to pay for NEEDED infrastructure. So, both roads are way over capacity. They are going to get much worse with development of up to 5000 homes in North Bethany. Since East Bethany (in Area 7.1) is the same general size as North Bethany, one should assume developng it would add another 5000 homes. It is not clear that any development charges could be laid on East Bethany for improvements to Washington County roads.

In addition to other problems, the last segment of Salzman Road just south of Laidlaw presents a serious construction problem and may need a very expensive bridge.

There is no way that East Bethany can be developed to make efficient use of these over-capacity roads.

There are also serious problems trying to go east on Springville to get to downtown Portland. First, to get to the Sunset Highway would require widening Skyline. It is not clear this can be done, but, if it can, the land along the right-away will be very expensive. The market value is probably several times the \$500,000/acre we have been seeing in North Bethany. The rich people up there will fight any such move in the courts for years. Portland has better things to do with its money.

The alternative is to widen Skyline to Germantown and then widen Germantown. There are many places on Germantown east of Skyline where it will clearly cost so much money that it is absurd to even to consider this a practical alternative.

Area 7.1 must be rated low with respect to Factor 1.

3. Can be efficiently and cost-effectively served with public schools and other urban-level public facilities and services by appropriate and financially capable service providers;

Washington County has normally been late to build its needed schools and has often built the minimum required.

It is not rational to assume that they will do otherwise with the North Bethany schools. Although the Beaverton

School District has been pro-active in acquiring two sites, these sites are sized for the number of children expected from North Bethany. It is not rational to assume that they will be able to expand these sites for students from Multnomah County, especially after the area around them is developed.

Since East Bethany is of the same size as North Bethany, allowing East Bethany students into North Bethany schools would double the population. This would almost certainly lead to poorer education for all the students. It is not rational to think the citizens of North Bethany would allow their children's educations to be harmed for the benefit of citizens of Multnomah County.

Tacit in the discussion is that Portland public schools are unlikely to build the needed schools in East Bethany

because of obvious, more serious, needs elsewhere in the Portland Public School system. So, any students in East Bethany would have to be bused to schools MILES TO THE EAST.

Beyond the schools issue, East Bethany has many of the same governance and service problems as Area 93. In particular, it would need to be annexed by Portland in order to have an appropriate service provider. Area 93 was brought into the UGB in 2002. Metro established a first drop-dead date for a development plan of 2004. We are now 5 years later, and there is still no viable development plan. Area 7.1 has many if not all of the same problems.

All rational indications are that Beaverton will not be allowed to annex an area in Multnomah County. It is fantasy to assume otherwise.

Area 7.1 must be rated low with respect to Factor 3

4. Can be designed to be walkable and served with a well-connected system of streets, bikeways, recreation trails and public transit by appropriate service providers;

There are two issues here public transit and all of the others. Note that the language of this factor says AND with respect to public transit. Legally, that means if public transit will not happen then the area should be rated low.

First, let's deal a little with the other issues. The biggest negative is that public/common areas of North Bethany will be over a quarter mile west of the common border. According to criteria given the committee, this makes them too far for children to walk. Again, this is partially a legal-ish issue. Do remember that it rains here for 6+ months out of the year. The common/play areas of North Bethany are being sized for North Bethany. At this time, there are no plans for North Bethany to connect its system of bikes and trails with anything to the east. At best, Area 7.1 might be rated Medium for these issues, but rating it low would be more realistic.

Now to the more important problem. TriMet officially presented you with a number of **18 Housing Units**

per acre with 1/4 mile of a bus line as the minimum needed. The most recent plan for North Bethany shows they are struggling to get to 10 Housing Units per BUILDABLE acre. East Bethany, proper, will be built to a standard between 10 and 12 Housing Units per BUILDABLE acre. This is actually less than half the TriMet minimum number. By itself, this means the committee should rate Area 7.1 low.

But there are many other factors that make it worse. First, bus service would almost certainly be along Springville Road. Much of Area 7.1 is more than 1/4 mile away from the road. East Bethany is also logically the furthest out of a set of developments, including Claremont, Bethany, Area 93 and Bauer Heights.

None of these have the needed density. Some of them have actually been designed so as to discourage bus ridership. This includes things like brick walls and fences that require riders to walk an extra 1/8 or 1/4 mile to get to the bus stop.

The key is that all of these areas, including East Bethany, are, or will be, suburbs. In addition to the physical problems of discussed above, suburban residents drive cars. They do not ride buses. This is just common sense.

Area 7.1 must be rated low with respect to Factor 4.

5. Can be designed to preserve and enhance natural ecological systems;

Note again the use of the AND here, meaning that both parts need to be true.

During court cases about North Bethany, it was stated that the area east of North Bethany would provide the buffer between North Bethany and the various areas of Significant Environmental Concern including habitat and stream.

Urbanizing Area 7.1 would eliminate this buffering. The area cannot be urbanized without risking serious harm to these systems. Hence, it is most likely that the 'preserve' aspect cannot be met.

It is an unarguable fact that changing farmland and forests into streets and houses does not enhance the ecological system.

So, due to both aspects, but especially with respect to the enhance side,

Area 7.1 must be rated low with respect to Factor 5.

6. Includes sufficient land for a range of needed housing types;

Because of Significant Environment Concern overlays, Area 7.1 cannot be built at the density needed to meet this factor without getting development rights from areas further up the hill.

There is much fantasy involved in getting such rights. The fantasy includes the financing aspects as well as getting cooperation from the many landowners who would not benefit financially to the extent that the Area 7.1 residents would. Negative impacts on these other folks include: more crowded roads, ruining of their views, the likelihood of more suburban children trespassing and causing nuisances and, last **but not least**, the likely need for them to be annexed by the City of Portland. I have talked to neighbors about our area (Area 6) being in either Urban or Rural Reserves. Many are on the fence until we get to the part about having to pay Portland taxes and having to obey city rules. They have even more negative reaction to being annexed by Beaverton.

Area 7.1 cannot be considered as separate from the rest of Area 7 with respect to housing because it needs the rest of Area 7 to be able to achieve the needed density.

Area 7.1 must be rated low with respect to Factor 6.

7. Can be developed in a way that preserves important natural landscape features included in urban reserves, and

I am a little confused by the wording of this factor. I know that developing this area as a suburb has to lead to degradation of the streams and the wildlife habitat nearby.

WRT Streams: The water from the suburbs has to go somewhere. I believe it has to get into Abbey Creek. It will include chemicals from lawn fertilizer. It is likely to be hotter (this is a major issue for Headwaters of Rock Creek). It is likely to be more rapid than current flows, leading to more erosion and other bad impacts such as worse flooding on Kaiser Road.

WRT Habitat: The habitat area here is being pinched down along with the northern border of North Bethany.

Bad factors here include: noise, lights and children playing in the woods.

At the current time, although theoretically required by law, the North Bethany plans do not show any buffers along the north edge of the development. They appear to think that land north of the county line is just fine. Any land south of the line would cost them \$500,000 per acre, of course.

I personally doubt that the developers of East Bethany would be any more public spirited than the ones working in Washington County.

A side issue is that the West Forest Park concept, which seems key to developing Area 7.1, includes a series of McMansions on the hill ridges. The intent is that the high prices of these will help generate some of the funds needed for acquiring the development rights on 1000 acres. It is likely that these mansions will destroy the beauty of these hillsides for the many residents, inside the UGB and Urban Reserves, to the southwest of the hills.

Area 7.1 should be rated low with respect to Factor 7.

I use the word "should" rather than "must" because I am not sure I understand this factor.

8 Can be designed to avoid or minimize adverse effects on farm and forest practices, and adverse effects on important natural landscape features, on nearby land including land designated as rural reserves.

Wow, this looks wrong for the whole of Area 7.

- 1) The power lines do not buffer between Area 7 and forest / farms. They are a problem especially for the habitat. It would be nice to plant some kinds of trees that would create a forest under the lines, but, not interfere with operation. Not clear this is doable. If it was, then the area of the power lines could at least not be a problem for the animals. And, they would be less impacted from the development nearby, if any.
- 2) As mentioned before, urbanizing any part of the area would impact streams and habitat. (See arguments for Factor 7)
- 3) Having a large suburban population near farms, forest and creeks is not good for any of them.

The best way to minimize the impacts would be to build a 20 foot non-climbable wall along the northern edge of both North Bethany and Area 7.1 (if it were developed). This would keep the noise, light and children out of the area. It will, of course, not happen. It also would do nothing to avoid the damage of suburban water flows into the Headwaters of Rock Creek.

As an aside, I operate a horse stables with about 30 horses and numerous students and relatively inexperienced riders. I believe because of the risks of injury to one or more of the above, that we may have to close down the stables once North Bethany is populated with the planned 11,000 suburbanites. This makes me both sad and angry, but, there may not be any way to avoid it.

Adding another 10,000 plus suburbanites in East Bethany would just increase the odds of a terrible incident. I do not believe there is any way that either area "Can be designed to avoid or minimize adverse effects on my farm practices".

All of Area 7 must be rated low with respect to Factor 8.

I ask the committee to reconsider their previous recommendations on all of these factors.

Thank you for your attention and the hard work you are doing.

Joe Rayhawk

Evaluation of East Bethany Area Only Area 9B on Metro Reserves Maps - January, 2010

Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, OR 97231

Date: January 14, 2010

Methodology based on Exhibit A - Regional Performance Indicators of Metro's COO Report

Summary: 13 Negative Indicators.
2 Neutral Indicators
1 Neutral to Slightly Negative Indicator
0 Positive Indicators

Background: I am a nearby resident, own a farm some of which we have given up use to help preserve the water quality of Abbey Creek, a tributary of Rock Creek. I have absolutely no direct financial interest in East Bethany being developed.

Wealth Creation – By 2035, increase the percentage of employees with living-wage jobs in the Metro area by xx percent compared to 2010.

Evaluation: Neutral with respect to impact although residents of East Bethany likely to have slightly above average income.

Compact urban form – By 2035, increase the share of residents and employees who live and work in centers and corridors by XX percent compared to 2010.

Evaluation: Negative, very far from centers and corridors. Over 2 miles to closest corridor.

Traveler safety – By 2035, reduce crashes, injuries and fatalities by XX percent compared to 2005.

Evaluation: Negative based on increased drive lengths and increased congestion on underdeveloped roads.

Congestion – By 2035, reduce the vehicle hours of delay per person by XX percent compared to 2005.

Evaluation: Negative, will add in excess of 2000 cars to already congested local roads and to congested freeways to get to where jobs are.

Infrastructure resilience – By 2035, reduce the share of the region's infrastructure systems, including sewer, water, wastewater, utility, schools and other civic buildings that are in poor condition by XX percent compared to 2010.

Evaluation: Neutral to slightly negative. This topic may need some clarification.

WRT: Schools, both short and long-term likely to cause additional overcrowding of Beaverton School District schools, especially at the high school level.

Climate change – By 2035, reduce greenhouse gas emissions in the region by XX percent compared to 1990.

Evaluation: Negative due to increased average driving distances to employment locations and large shopping centers. Also, expected increase in driving time means more emissions.

Active transportation – By 2035, increase walking, biking and transit trips by XX percent compared to 2005.

Evaluation: Negative. Increased distance to work and shopping and difficult terrain issues make walking and biking less practical. Also, area will not be built at densities needed to support profitable public transit. It is isolated from areas dense enough to support transit by miles of suburbs or Forest Park.

Energy efficiency – By 2035, reduce the amount of energy used per person by XX percent compared to 2010.

Evaluation: Unknown wrt how homes would be built, Negative wrt gasoline use for commuting.

Water efficiency – By 2035, increase the share of the region's wastewater and stormwater that is recycled or beneficially reused by XX percent compared to 2010.

Evaluation: Negative. Unknown wrt to wastewater, but construction is likely to increase stormwater runoff into Abbey Creek which is part of stressed Rock Creek water system.

Evaluation of East Bethany Area Only Area 9B on Metro Reserves Maps - January, 2010

Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, OR 97231

Page 2 of 2

Date: January 14, 2010

Clean air – By 2035, reduce the share of region's population that is exposed to at-risk levels of air pollution by XX percent compared to 2005.

Evaluation: Negative with reduction of pollution absorbing trees and due to excess engine emissions due to longer commutes.

Clean water – By 2035, increase the share of the region's streams and rivers meet fishable and swimmable standards by xx percent compared to 2010.

Evaluation: Negative. Construction cannot improve these and is almost certainly going to worsen Abbey Creek which flows into Rock Creek which flows into the Tualatin River. (Somewhere along the path this becomes fishable and swimmable unless these are already too polluted.)

Healthy ecosystems – By 2035, increase the share of the region with tree and other vegetative cover by XX percent compared to 2010.

Evaluation: Negative. This will replace trees and plant life with buildings and concrete.

Affordability – By 2035, decrease the share of the region's households that are cost-burdened by XX percent compared to 2010.

Evaluation: Neutral. Also, I do not know what constitutes being cost-burdened. For this, I would assume that area wide goals for mixed level of housing would be achieved.

Poverty – By 2035, reduce the share of the region's elementary school students that qualify for free and reduced lunch programs by XX percent compared to 2010.

Evaluation: Neutral. Do not see how construction of these area could effect this.

Access to daily needs – By 2035, increase the share of region's low-income, minority, senior and disabled populations that live within 30 minutes of essential destinations by bicycle and public transit by XX percent compared to 2005.

Evaluation: Negative. Area is too far from significant shopping centers for bicycle by most people.

Area is too far from area of enough density that public transportation is economical.

Access to nature – By 2035, increase the share of the region's residents live within ½ mile of a park, open space or regional trail by XX percent.

Evaluation: Negative due to unusual limitations.

1) Most land around it is in private hands. So, little access to park-like lands.

Many of the landowners have discussed having security issues already.

It is unlikely that they will risk allowing potential vandals and thieves to have easy access to 'case' their property. This is not a criticism of them since such access would increase the chance of their being robbed due to their relative isolation from their neighbors and likely low frequency of police patrols.

2) Abbey Creek occupies much of area and needs protection as part of the Rock Creek watershed.

2) THPRD has indicated they do not have even 10% of the funds they need to acquire the parks planned for North Bethany. It must be concluded that they do not have the funds for acquisition in East Bethany.

There are some regional trails nearby. This does not seem enough to offset other factors.

Topic: East Bethany as Urban Reserves - "A powerful and obnoxious Odor of Mendacity"

Author: Joe Rayhawk

Date: January 14, 2010

Prepared for Presentation to Metro Council Hearing on the Reserves.
East Bethany is listed as Area 9B on current maps.

Summary

- 1) Advocates for the area have misrepresented themselves.
- 2) Advocates have exaggerated the interest of Beaverton City Council
- 3) Staff Planner for Beaverton wrote a letter on City letterhead clearly mis-stating the position of the city.
- 4) Beaverton City Council did not include area in its list of aspirations sent to Washington County.
- 5) Beaverton City Council has never scheduled a public meeting to discuss the subject.

Legally, it has not taken a position the issue of whether Area 9B should be Urban or Rural

- 1) **West Forest Park Concept** presented to Forest Park Neighborhood Association
One of two presenters was Jim Irvine who claimed to be a Harvard professor of Architecture and Planning who was interested in teaching a class at Harvard about the WFPC as an interesting public project.
Mr Irvine is the president of a local development firm.
He is past president of the National Association of HomeBuilders.
He has been developing homes in Portland area for 30 years.
I have found no evidence that he is a Harvard professor.
- 2) June 15, 2009 Beaverton City Council Study Session about city's Aspirations for Reserves.
 - No public input allowed during this session.
 - Item about East Bethany added at the end of review information by planner.
 - City councilors indicate interest, but, not serious. (Latter confirmed repeatedly at June 22 meeting)
 - Direct planning staff to monitor Multnomah County CAC activities with respect to the area.
- 3) June 17, 2009 CAC Presentation about West Forest Park Concept by Tom Vanderzanden
 - Beaverton City Council Map modified with paper overlay to show area 9B was part of formal aspiration.
 - At least, no Beaverton Planners supplied original computer file so it could be modified.
 - Beaverton Planner attends (doing the monitoring as per June 15th instructions)
- 4) June 22, 2009 Multnomah County citizens attend Beaverton City Council to ask for clarification of whether Beaverton had added the area to their formal aspirations
Various Council members state they did not make any formal decision.
They appear to agree to defer to the CAC because it was in a better position to evaluate
Beaverton Planner verifies that Vanderzanden presentation overstated Beaverton's June 15 actions.
- 5) July 2009 CAC votes to recommend all of their Area 7 as Rural Reserves. This included current Area 9B.
- 6) August 27 - Beaverton City Council meets to finalize its formal aspirations to be sent to Washington County
 - Comment in the published agenda about CAC's July action and staff not preparing any more work
 - Minutes of session do not report any discussion of the area.
 - East Bethany not in Formal Aspirations submitted to Washington County
- 7) Sept 4, 2009 - Beaverton Director of Planning writes and signs a letter stating the Beaverton wants Area 9b studied for Rural Reserves
Area is referred to as East Bethany.
- 8) Sept 9, 2009 That letter is received in mail at Multnomah County Planning.
It is sent into channels so it is in Commissioners packet for Sept 10th Board meeting.
It is not available for copying.
- 9) Sept 10, 2009
(Note: East Bethany Coalition is a set of landowners of East Bethany who own about 1/2 of the land in East Bethany.)
Matt Wellner of Metropolitan Land Group, which appears to holds options on the land owned by members of the East Bethany Coalition,
and
Tom Vanderzanden, advocate for the East Bethany Coalition,

have color color copies of letter in their possession

Clearly, letter makes false statements.

I do not see how they got copies by that morning unless they received copies made before it was mailed.

10) Sept 21, 2009 - Multnomah County citizens attend Beaverton City Council to ask for clarification of why letter was written. Councilors are surprised about its existence.

Mayor promises to write a letter clarifying that September 9, 2009 letter does not represent the official position. Mayor is clearly angry about its existence.

Metro Councilor Harrington present at meeting and hears discussion.

I have read the agendas of all subsequent Beaverton City Council meetings. The subject has not been officially discussed.

The Beaverton City Council cannot take a significant action without having issue scheduled on the agenda and without taking public input.

From a legal point of view, the Beaverton City Council has not taken a position on this issue.

It appears that North Bethany will end up adding \$200 Million to the infrastructure deficit of Washington County. Projecting that to the smaller East Bethany, a reasonable estimate would be \$100 million increase in the infrastructure deficit of any city that accepted responsibility for East Bethany.

This factor is the summary reason why Portland requested that all of Area 9 be designated Rural Reserves.

If Beaverton City Council has held formal hearings, they would have learned this.

\$100 Million is twice what the proposed Baseball Stadium would have cost with none of the potential upside of trying to renew Beaverton's City Core.

East Bethany is in Multnomah County. There is apparently an agreement between Portland and Beaverton and the two counties that Beaverton will not annex into Multnomah County and Portland will not annex into Washington County.

This appears to be one of the reasons why Beaverton has not been considered to annex Area 93.

It is worth noting that Area 93 is just outside the Beaverton City limits.

So, it would appear to be much easier to annex and bring into the city.

Area 93 also was not part of Beaverton's Aspirations for Reserves.



CITY of BEAVERTON

10001 S. CLATSOP AVENUE, S.W. VAN ALLEN, OREGON 97146. General Telephone Area Code 503 525-1000

September 4, 1988

Charles Bagley
Multnomah County
1500 CHELSEA Avenue
Portland OR 97233

RE: East Bethany Area

Dear Mr. Bagley:

During the course of the Urban and Rural Reserve review with the Multnomah County Executive Citizens Advisory Committee, the area east of Washington County's North Bethany area was identified by local land owners and their representatives as a potential urban reserve. For the purposes of this letter, the area is referred to as East Bethany. The area has been graphically identified by maps submitted to the record by Tom Vandenbraden and John H. Williams. Representatives of some land owners approached the City of Beaverton to inquire as to the City's willingness to provide government and urban services to the East Bethany area. The purpose of this letter is to inform Multnomah County that the City of Beaverton is willing to provide government and urban services to the subject area.

WHAT?

The position of the Beaverton City Council is that the East Bethany area should be studied for suitability as an urban reserve. The primary reason for this recommendation is the fact that the lands in the area are not classified as "zoned" agricultural land but rather "unzoned" or "classified" agricultural lands. If Multnomah County were to decide to maintain the East Bethany area as an urban reserve, the Beaverton City Council is willing to provide government and urban services to the East Bethany area. The City would provide these services only when the City of Beaverton's jurisdiction limits are contiguous to the East Bethany area. Given the current distance of the City of Beaverton city limits from the subject area, it may be some time before the City would be in a position to provide such services. However, if a new city were established contiguous to the East Bethany area or if the City of Portland were able to maintain the ability to provide services to the East



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 Fax (503) 526-2571

October 12, 2009

DENNY DOYLE
MAYOR

Ms. Carol Chesarek
13300 NW Germantown Road
Portland, Oregon 97231

Dear Ms. Chesarek:

This is in response to your testimony at the Beaverton City Council meeting held Monday, September 21, 2009. The City's position on the area discussed in Multnomah County is that if Multnomah County decides to make the area an urban reserve, and if the area is subsequently brought into the urban growth boundary, and if asked, the City of Beaverton may be willing to provide governance to the area.

The letter sent to Multnomah County on September 4 overstated the position of the Beaverton City Council with respect to Area 7 in the Reserves discussions. The Council is not taking a pro-active position with respect to any designation of Area 7 by Multnomah County in the Reserves process. This is due to the presumption that the City will not be able to provide services to the areas to the north of the City for many years unless conditions change whereby the City can expand its boundary to the north of Highway 26. As many of us are aware, that specific issue is a significant issue which may take years to resolve. Therefore, the City's primary aspirational urban reserves interest is to the southwest of the existing city limits because that area can be immediately provided urban services by the City. Because the areas to the north are not contiguous to the City, the City cannot currently provide urban services to those areas. However, this does not mean the City has no interest in these areas.

Because the reserves process is to take a 50-year long term view of potential expansion of the urban growth boundary, cities and counties are looking at many options, for a variety of reasons including the areas of interest to you and Multnomah County. If the areas are in fact designated as urban reserves, it is the aspiration of the City of Beaverton that these areas ultimately be provided with urban services and governance by a city. Because of county boundaries and agreements it seems likely the City of Portland would be that provider. If significant changes in many areas were to take place that made it possible for the City of Beaverton to consider undertaking this role, we would be willing to examine the potential for service of governance.

Thank you for your observations, data and help in clarifying the issue at hand!

Sincerely,

Denny Doyle
Mayor

Title: Analysis of Roads East, South and West of North Bethany and East Bethany
From someone who has driven them during rush hours both summer and winter (dark and stormy nights)

Input to Metro as advice about designating East Bethany (Area 9B) as Rural Reserves.
Actually this applies to all of Area 9.

Author: Joe Rayhawk
Date: January 14, 2010

I am hesitant to list these because Metro Councilors are quite knowledgeable about traffic issues at the larger scales. I have heard absurd assertions from developers and statements from planners and others that just do not match the reality on the ground.

Summary: Roads are a disaster in all directions now
They were not even rated during the Multnomah County CAC meetings because they were just accepted as BAD.
They will get worse with 5000 homes coming online in North Bethany.
There are no credible plans to fix problems, especially with what will happen due to NBorth

Bethany

For all intents and purposes, East Bethany is located in exactly the wrong place.
2000-5000 homes in East Bethany will make things worse for
15000 home south of North Bethany
5000 homes to be added to North Bethany
Several thousand homes in Cedar Mill area (more than 5000?)

North

Per Washington County 2020 Transportation Plan, many of the roads and intersections around Bethany are expected to be at Service Level F or close to it. This plan appears to assume that the \$289 Million identified as needed for North Bethany will be invested. Currently, Washington County has 'deferred' \$150 Million and has only identified sources for \$50 Million. So, the 2020 estimates appear to be optimistic.

It is likely that Urbanizing East Bethany will put all the nearby roads and many of the ones on the way to where the jobs are into Service Level F. (Is there a grade below F?)

Ultimate Bottlenecks

- Sunset Tunnel
Sunset Highway cannot handle current traffic. Adding homes that appear closer to Portland than Hillsboro cannot help. The traffic from West Hills will make Sunset (and 217) congestion worse for 10s of thousands of commuters.
- Bethany Bridge 4 lanes - leads to bottleneck and needs for very dangerous lane changes because of traffic coming from two directions needing to go to 2 or 3 directions.
Already a disaster - worse with North Bethany
- Bronson 100 feet north of Bethany Blvd Bridge - just too close
Lane change issue.
Bad issue with providing light and left turn lane gridlocking traffic from bridge and that from downtown,

North Bethany Status of Roads

Road A -- bridge deferred. Listed as only half-funded

Road A -- Original Plan 5 lanes now 3 lanes.

Part between Kaiser and point near East Bethany is 3 lanes and right-of-way is too small to expand even to 4 lanes much less 5 lanes needed to handle East Bethany traffic that will overwhelm Springville.

This is relevant to East Bethany if and only if bridge to 185th is built AND 185th is widened to 5 lanes.

Springville - between Bethany Blvd and 185th

Original Plan 5 lanes, now only partially 5 lanes.

Section near Bethany Boulevard left as 2 lanes. Bottleneck with respect to East Bethany.

Springville from Bethany east towards Area of East Bethany
Plan is for 3 lanes with insufficient right-of-way for 5 lanes.

Bethany Boulevard - Currently 2 lanes for 2 miles now from freeway to West Union.
Area from Freeway to West Union scheduled to be widened to 5 lanes.
Should have been widened before 2000 as Bethany area was developed.
Will leave Bottleneck at West Union as most traffic goes straight through now.
Will be overwhelmed by new traffic to/from North Bethany for jobs in Portland,
Beaverton (Nike/Tek campus) and 217 and south.
Left turn lane going north will not be 'filled' because one or both regular lanes will be backed up.
- No plans to widen Any or rest of 1.5 miles from West Union to Springville.
- Issue (fixable, but has not been):
 Except near Bethany Town Center, the road does not have street lights
 except at intersections. The relative darkness is dangerous.
 It does not meet standards for suburban roads (It is developed to at least
 suburban densities on both sides for over five years)
 At least one death can be partially attributed to the lack of lighting north of Town Center.

CPO-7 has been told that North Bethany will be a bedroom community for Hillsboro jobs
and that almost all rush hour traffic is expected to go west on Springville to 185th
1) It is nonsense to assume even the majority of people will commute towards Hillsboro.
2) As shown elsewhere, the required roads enhancements to allow this are not planned yet
nor does there appear to be funding.
3) The majority of jobs are south and east. Even with superfast access from North Bethany
to Sunset Highway along 185th, these commuters will not get on that freeway at 185th
because (1) The on-ramps are not long enough to hold them all and (2) Getting on there
will make them subject to delays longer than current trips to freeway along eastern routes.
4) East Bethany can only compound what is a disaster.

158th (Coming up from Walker) to Cornell to Bethany to Bethany Bridge to go West on Sunset and North
on Bethany Blvd

Gridlocks back to first or second light south of Cornell almost every evening rush hour.

This is on my route home.

Problem is single lane north on Bridge and effective single lane north on partially
widened Bethany Blvd south of the bridge.

No one dares use partial right lane. We all know that everyone is irritated.

Gridlock effects traffic coming west on Cornell, wanting to go North on Bethany.

Gridlock occasionally effect traffic going west on Cornell as cars coming from south do not
always clear intersection.

Only two driveways for Building on NE Corner of Bethany and Cornell are
essentially cut-off for left turns during rush hour.

185th from West Union to Springville – plan for 4 lanes finally

The intersection here has been backing up almost to West Union for 2 or more years.

Has gotten worse with buildout of Arbor Oaks and increased attendance at PCC Rock Creek.

185th from Springville to where Road A bridge may hit.

- Plan lists widening from 2 lanes to 3.

- 3 lanes (one lane north and south?) may not handle overflow due to Springville gridlock.

- Not clear what happens when traffic gets to 185th and Springville.

Likely to require 50-50 light cycles, slowing traffic westbound on Springville.

West Union from Cornelius Pass Rpad to 185th - Only partial widening planned

- 2 lane section (majority) does not appear likely to handle whatever percentage
of 5000 cars from North Bethany go to work towards Hillsboro

143rd at Cornell - Widened for first 100 feet north of Cornell

Instant bottleneck. I have seen this back up from West Union back onto Cornell
grid locking Cornell in both directions. Also, gridlocking traffic from Science Park
Drive that wants to use trick two lanes on Cornell to go north on 143rd.

Oak Hills residents report this happens fairly frequently.

This is **after extensive intersection enhancement**.

It has gotten significantly worse as Arbor Oaks in North Bethany has built out.

Yes, this is a significant path to Bethany and North Bethany and the bottleneck is almost 2 miles from Kaiser and Springville intersection

Arbor Oaks is only 800 homes. North Bethany when finished will at 4200 more.

Saltzman - Current widening cited as sign that it will be widened and extended to Springville

- Widened but only to 3 lanes and only halfway to Thompson.

- **This is insane** as it will act like one lane south during morning rush hour and one lane north during evening rush hour.

- Intersection at Cornell is already a disaster.

- This literally will do nothing to help.

- If widened to Thompson, it will do almost nothing because other roads at intersection are two-lanes.

With respect to East Bethany (and North Bethany) almost all traffic would go straight north because Thompson going west actually goes quite a bit south and would put them further back in queue on 143rd (as it changes to Kaiser)

- Extremely difficult to extend even to Laidlaw because of steep drop.

- Reason for current S-shaped curve.

- High-speed flow would need a bridge.

- Issue is similar to Kaiser as it comes down into Abbey Creek valley north of North Bethany and Germantown Road just east of Kaiser.

Former is dangerous when things get icy.

Latter is dangerous all the time and averages about 4 accidents a year.

(We are often first responders to these. The sheriff's patrol has complemented on our competence.)

- Widening to Thompson is discussed in Washington County plans, but no date and no priority with respect to funds.

- Absolutely no reason to think the road will be widened to 4 or 5 lanes needed

- Washington County does not have enough funds to meet other more critical needs.

- Why would they do this to help with either Area 93 or East Bethany in Multnomah County.

- Expecting this widening to Springville is **Deus Ex Madness**

Especially as a lot of 5000 cars from North Bethany will use it as well as 2000-5000 from East Bethany.

' Secret' Back Route from Sunset Highway (and 217) to intersection of Kaiser and Springville.

Cedar Hills to 113th to McDaniel to Thompson to Laidlaw to Kaiser

- Obviously a neighborhood cut-through with all the badness that implies.

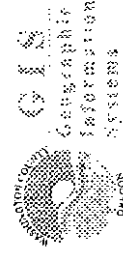
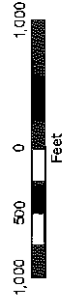
- Competitive during most evening rush hours even if driven at speed limit.

- Much better if any accidents or problems on Sunset Highway West of Cedar Hills

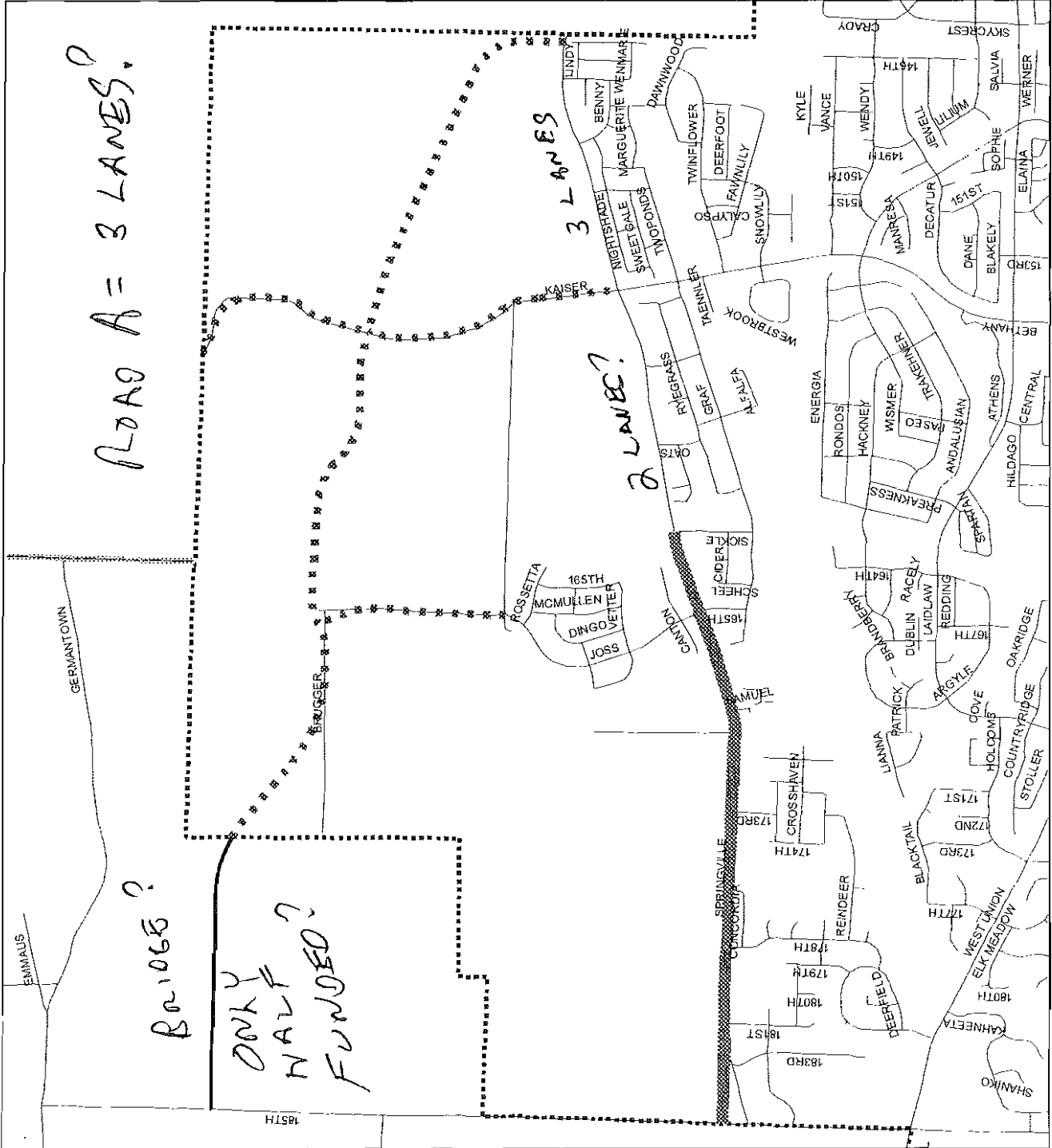
- Note 113th and subsequent roads are all two-lane roads.

Amend the 'Lane Numbers' map
 in Policy 10 of the Washington
 County 2020 Transportation
 Plan as illustrated.

- 2-3 Lanes
- 4-5 Lanes
- Rural 2 Lanes
- County line
- Urban Growth Boundary
- Unchanged Roads



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Community Development Code acknowledged by Metro to comply or substantially comply with the Functional Plan.

- h. Prior to final approval of an application to develop property in the area, the property owner and the City of Beaverton shall enter in-to an agreement for delayed annexation of the property to the City and annexation to any necessary service districts.
- i. Prior to occupancy of any new building approved for development in the area, the property owner shall make proportionate improvements to the Springville Road/185th Avenue intersection. The specific improvements shall be determined through the development review process. These improvements may be in addition to any safety or capacity improvements required by the Community Development Code. The design of the Springville Road/185th Avenue intersection shall be based on year 2020 projected traffic volumes.
- j. To assure that the area develops in an integrated manner in accordance with a cohesive community design, no development application for a property in the area shall be approved prior to approval of a master plan for all properties in the area.
- k. To help achieve design for development in the area, the design of the primary entryway off of Springville Road in-to the area should include features that promote a common community identity such as entryway monumentation, lighting, landscaping and artwork.
- l. Tax lots ~~700, 800 and 802~~ of Tax Map 1N1 18 are limited to public school facilities and other development necessary and accessory to public school use, and public park facilities and uses as required by Title 11, subsection 3.07.1120.l of Metro's Urban Growth Management Functional Plan.

2. Area of Special Concern No. 2 encompasses the right-of-way for Joss Avenue between Springville Road and the northern boundary of the Arbor Oaks Subarea. Until Road A in the North Bethany Subarea is constructed between NW Joss Avenue and NW 185th Avenue, this segment of Joss Avenue is expected to carry significantly higher volumes of traffic than is typical for a neighborhood route. Consequently, while Joss Avenue is designated as an interim collector on the Functional Classification map in the Transportation Plan, it is anticipated that it ultimately will be reclassified to its expected function as a neighborhood route after the construction of Road A. Extensions of Joss Avenue shall be consistent with the CL-1 street design cross section shown in Section VII of the North Bethany Subarea Plan. On-street parking on Joss Road in Arbor Oaks Master Plan shall be allowed to continue, subject to the County Engineer's authority to make safety improvements. No development in the Arbor Oaks Master Plan shall be found to be nonconforming because Joss Road does not comply with the CL-1 standard.

3. Area of Special Concern No. 4 encompasses the right of way along Springville Road where Springville Road fronts the Arbor Oaks subdivision between the western boundary and Sickle Road. Within ASC 2 Springville Road shall be five lanes with additional turn lanes at intersections as appropriate. The five lane section shall be within an 86 foot right of way unless the lands immediately to the north or south redevelop. At such time, Springville Road shall be developed as a five lane section within a 98 foot right-of-way.

4. Area of Special Concern No. 5 encompasses the right of way along Springville Road where Springville Road fronts the Arbor Oaks subdivision between Sickle Road and the eastern boundary. Within ASC 5 Springville Road shall be three lanes with additional turn lanes at intersections as appropriate. The three lane section shall be within an 86 foot right of way unless the lands immediately to the north or south redevelop. At such time, Springville Road shall be developed as a three lane section within a 90 foot right-of-way.

BAD TRAFFIC ON JOSS
NARROW 5 LANE
NARROW 3 LANE

10. Buildings that are identified on a Neighborhood Plan map as a Landmark shall be located on the site to make the building visible from the neighborhood as indicated by the Orientation arrows on the respective Neighborhood Plan map. Landmark buildings shall be designed and located to provide a terminated vista for the sight lines shown on the Neighborhood Plan maps.

11. New development shall dedicate right-of-way for new streets and extensions and alignments of existing streets as indicated on Washington County's Transportation Plan. New development shall also be subject to conditions set forth in the North Bethany growth management policy during development review.

12. Access points shall be provided as indicated on the Neighborhood Plan maps and consistent with the Primary Streets and Core Design Elements map and any applicable Areas of Special Concern.

13. Access onto arterials and collectors shall be limited, which in some cases will require developments to have shared/consolidated access points to these streets. Access points to these streets shall be limited to the locations shown on the Primary Streets and Core Design Elements map, subject to compliance with the applicable ASC Road Corridors and county sight distance and access spacing requirements.

14. Streets shall be constructed consistent with the Street Cross Sections, as depicted on the Street Design Plan. Street Cross Sections are included in Section VII.

15. New development shall provide street trees consistent with the Street Design Plan. Street tree tables are included in Section VII.

16. New development shall be consistent with the North Bethany Drainage Master Plan.

17. New development located in a potential landslide hazard area shall comply with any applicable requirements of the Community Development Code and Chapter 14.2 of the Washington County Code.

18. Residential development with curbside mail delivery shall provide centralized or grouped mail boxes that are available prior to the occupancy of dwellings.

19. New development shall provide pedestrian scale street lighting along all streets consistent with county standards. A uniform luminaire pole and arm shall be used in each North Bethany Neighborhood.

20. The exterior lighting of new development shall be "dark sky friendly" per standards in the Community Development Code.

21. Where a plaza is required to be provided, vehicular use of the plaza is prohibited.

B. AREAS OF SPECIAL CONCERN

The following Areas of Special Concern (ASC) describe situations in the Subarea Plan that call for special treatment or attention. Relevant issues and considerations are described below; each area is identified in on the Area of Special Concern Map in Section VII. Design for each of the ASC Road Corridors shall be consistent with the applicable cross-section concepts included in Section VII, including enhanced landscaping, on-street parking where indicated, and LIDA features.

Road Corridor 1A – Road A: NW Springville Road to NW Kaiser Road

Road A, between NW Springville Road and NW Kaiser Road, is intended to function as an urban collector street, with the design elements shown in cross-section drawing CL-1. Unless review at the land development stage indicates corner vision (CDC Section 418-3) or sight distance issues (CDC Section

CL-1
= ~~3 feet~~
Feet!!

501-8.5F), access to this section of Road A from Primary and Secondary Streets shown on the Primary Streets and Core Design Elements map and Neighborhood Plan maps shall be allowed. Turn restrictions at these allowed accesses may be required as part of the land development review process. Additional accesses shall be consistent with the collector access spacing requirements of CDC Section 501-8.5. All accesses are subject to approval by the County Engineer.

Road Corridor 1B – Road A: NW Kaiser Road to western North Bethany Subarea Plan Boundary

Prior to urbanization of land west of 185th Avenue, Road A—between NW Kaiser Road and the western boundary of the Subarea Plan—is intended to function as an urban collector street. It shall incorporate the North Bethany cross-section design elements while acknowledging that future urbanization of land to the west is probable. The Greater Bethany East-West Arterial Study Area in the Transportation Plan is included in recognition of the probable need for Road A to function as an east-west arterial connection.

Considering the probability of additional urbanization to the west of the North Bethany Subarea Plan, Road A shall be designed and built so that its probable future function as an arterial street will not be precluded. To accomplish this, the following design requirements—consistent with those shown in cross-section CL-1—shall apply in ASC 1B:

- Right-of-way shall be 37 to 39 feet from centerline with a total width of 74 to 78 feet.
- Unless review at the land development stage indicates corner vision (CDC Section 418-3) or sight distance issues (CDC Section 501-8.5F), access to Road A from Primary and Secondary Streets shown on the Primary Streets and Core Design Elements Map and Neighborhood Plan maps shall be allowed. Turn restrictions at these allowed accesses may be required as part of the land development review process. Additional accesses shall be consistent with the arterial access spacing requirements of CDC Section 501-8.5.

only 78 feet

Road Corridor 2 – NW Kaiser Road from Bethany Creek to Road A

At the time of plan adoption, a detailed, specific plan was not developed that integrated density, retail design, corner vision, sight distance, building entrances and orientations and the need for turning movements and on-street parking along Kaiser Road. Therefore, prior to preliminary engineering of this section of NW Kaiser Road and development of properties within this Area of Special Concern, a more detailed specific plan, the North Bethany Core Main Street Program Guide, shall be developed and adopted. The North Bethany Core Main Street Program Guide will contain preliminary programming and design considerations which shall serve as a template for future specific design and development of the area.

NW Kaiser Road, between Bethany Creek (north of NW Springville Road) and Road A will bisect the portion of the planning area that is planned for the most intensive land uses. While it is designated as an Arterial on the Functional Classification Maps in the Transportation Plan, special design considerations that are not typically associated with arterial streets will apply. These considerations shall include the following:

- Unless review at the land development stage indicates corner vision (CDC Section 418-3) or sight distance issues (CDC Section 501-8.5F), access to NW Kaiser Road from Primary and Secondary Streets shown on the Primary Streets and Core Design Elements Map and Neighborhood Plan maps shall be allowed. Turn restrictions on these allowed accesses may be required as part of the land development review process. Additional accesses shall be consistent with the arterial access spacing requirements of CDC Section 501-8.5.

- For the portion north of Brugger Road, street design and on-street parking shall be provided consistent with the Main Street design concept drawing shown in the AR-1b cross-section shown in Section VII.
- Local street connections may allow direct connection to NW Kaiser Road if determined to be acceptable by the County Engineer.
- A reduced design-speed may be incorporated in the street design through the corridor as determined to be appropriate considering the level of access, land uses and traffic characteristics. The County Engineer shall determine the appropriate design speed. Posted speed shall be determined in accordance with state law.

Road Corridor 3 – Joss Avenue: Brugger Road to Road A

Until Road A is constructed between NW Joss Avenue and NW 185th Avenue, this segment of Joss Avenue is expected to carry significantly higher volumes of traffic than is typical for a neighborhood route. Consequently, while Joss Avenue is designated as an interim collector on the Functional Classification Map in the Transportation Plan, it is anticipated that it ultimately will be reclassified to its expected function as a neighborhood route after the construction of Road A. Extensions of Joss Avenue shall be consistent with the CL-1 street design cross-section shown in Section VII.

Road Corridor 4A – Springville Road between the Arbor Oaks Subarea eastern boundary and the County Line

Springville Road shall be three lanes with additional turn lanes at intersections as appropriate. Consistent with the AR-2 cross-section drawing included in Section VII, the street shall generally include five-foot wide sidewalks and a seven-foot wide landscape strip within the right-of-way area, along with curb extensions at public streets. Landscaped medians shall be provided wherever such medians do not conflict with storage for left turn movements. Unless review at the land development stage indicates corner vision (CDC Section 418-3) or sight distance issues (CDC Section 501-8.5F), access to NW Springville Road from Primary and Secondary Streets shown on the Primary Streets and Core Design Elements map and Neighborhood Plan maps shall be allowed. Turn restrictions on these allowed accesses may be required through the land development process. Additional accesses shall be consistent with the arterial access spacing requirements of CDC Section 501-8.5.

Right-of-way shall be 90 feet. Property on the north side of Springville shall dedicate up to 53 feet from centerline.

Road Corridor 4B – Springville Road between 185th Avenue and the Arbor Oaks Subarea western boundary

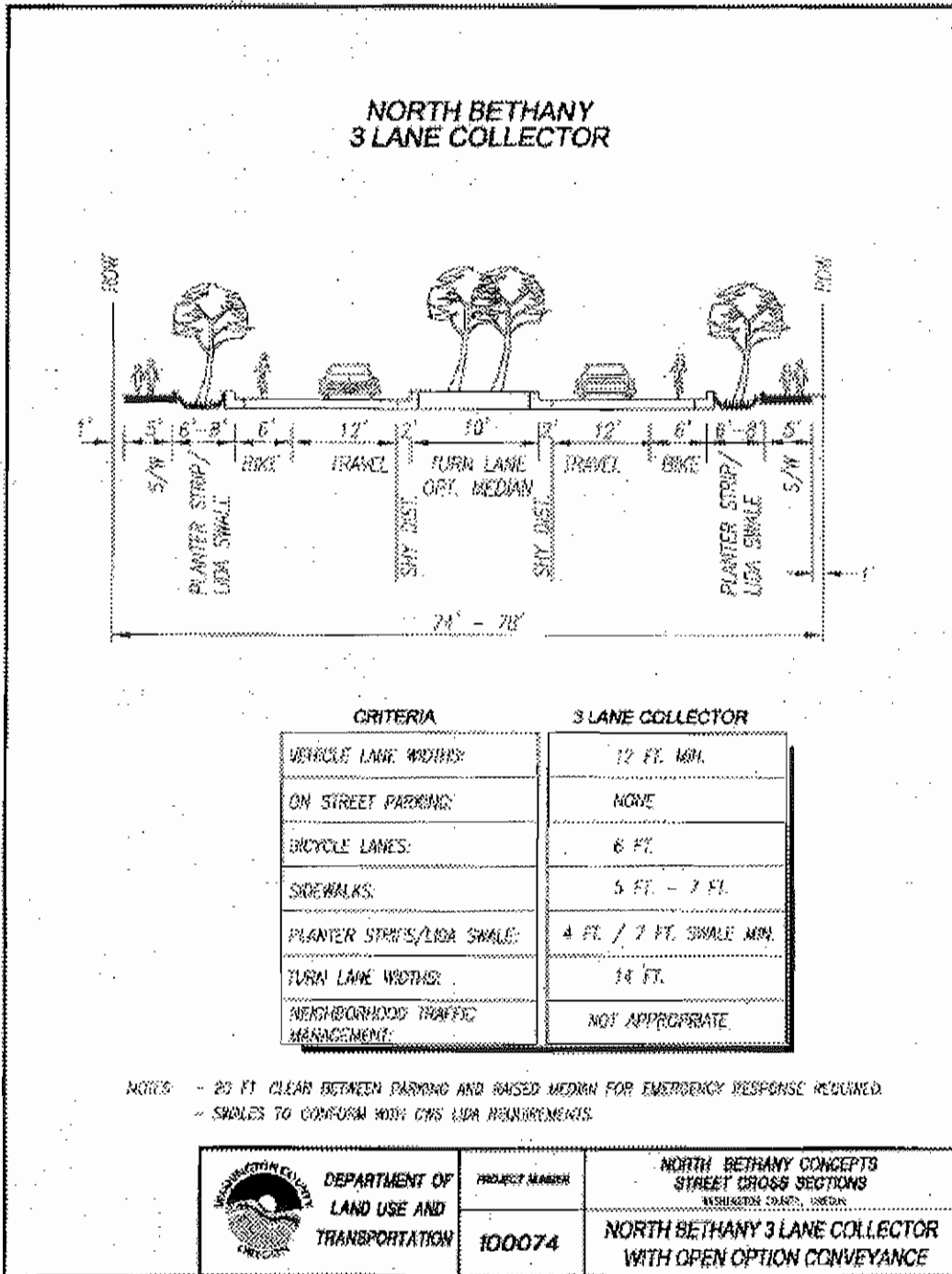
Springville Road shall be five lanes with additional turn lanes at intersections as appropriate. Consistent with the AR-2 cross-section drawing included in Section VII, the street shall generally include five-foot sidewalks and a seven-foot wide landscape strip within the right-of-way area, along with curb extensions on public streets where appropriate. Landscaped medians shall be provided wherever such medians do not conflict with storage for left turn movements. Unless review at the land development stage indicates corner vision (CDC Section 418-3) or sight distance issues (CDC Section 501-8.5F), access to NW Springville Road from Primary and Secondary Streets shown on the Primary Streets and Core Design Elements map and Neighborhood Plan maps shall be allowed. Turn restrictions on these allowed accesses may be required through the land development process. Additional accesses shall be consistent with the arterial access spacing requirements of CDC Section 501-8.5. The design for NW Springville Road includes a realignment of the NW 185th Avenue/Springville Road intersection, which shifts NW Springville Road to the north of its existing alignment between NW 181st Avenue and NW 185th Avenue (as shown on the Neighborhood Plan map and the Transportation Plan).

ATH
To
A
BETHANY

NOT ENOUGH
FOR 5 LANES

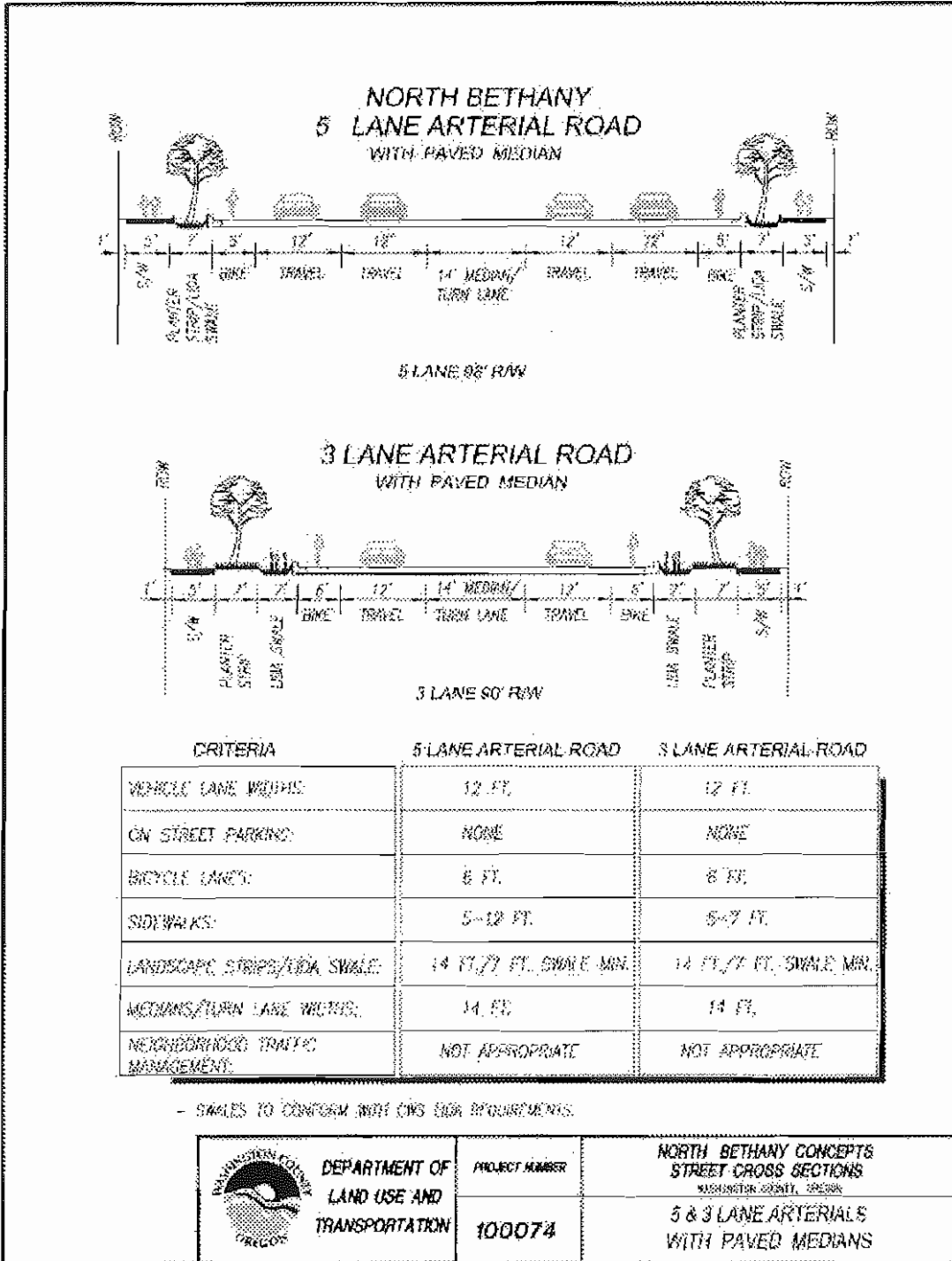
5 LANE
ONLY
ARTIAL

Add the following conceptual cross section detail to the North Bethany Subarea Plan for street design type CL-1:



DATE: CLIENT'S PRESENT CHECK, CADD, REVISIONS, THE NUMBER OF SHEETS, SHEET NO. OF TOTAL SHEETS








Add the following conceptual cross section detail to the North Bethany Subarea Plan for street design type AR-2:

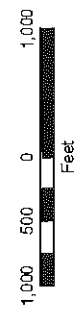


ACTUAL PAGE 66

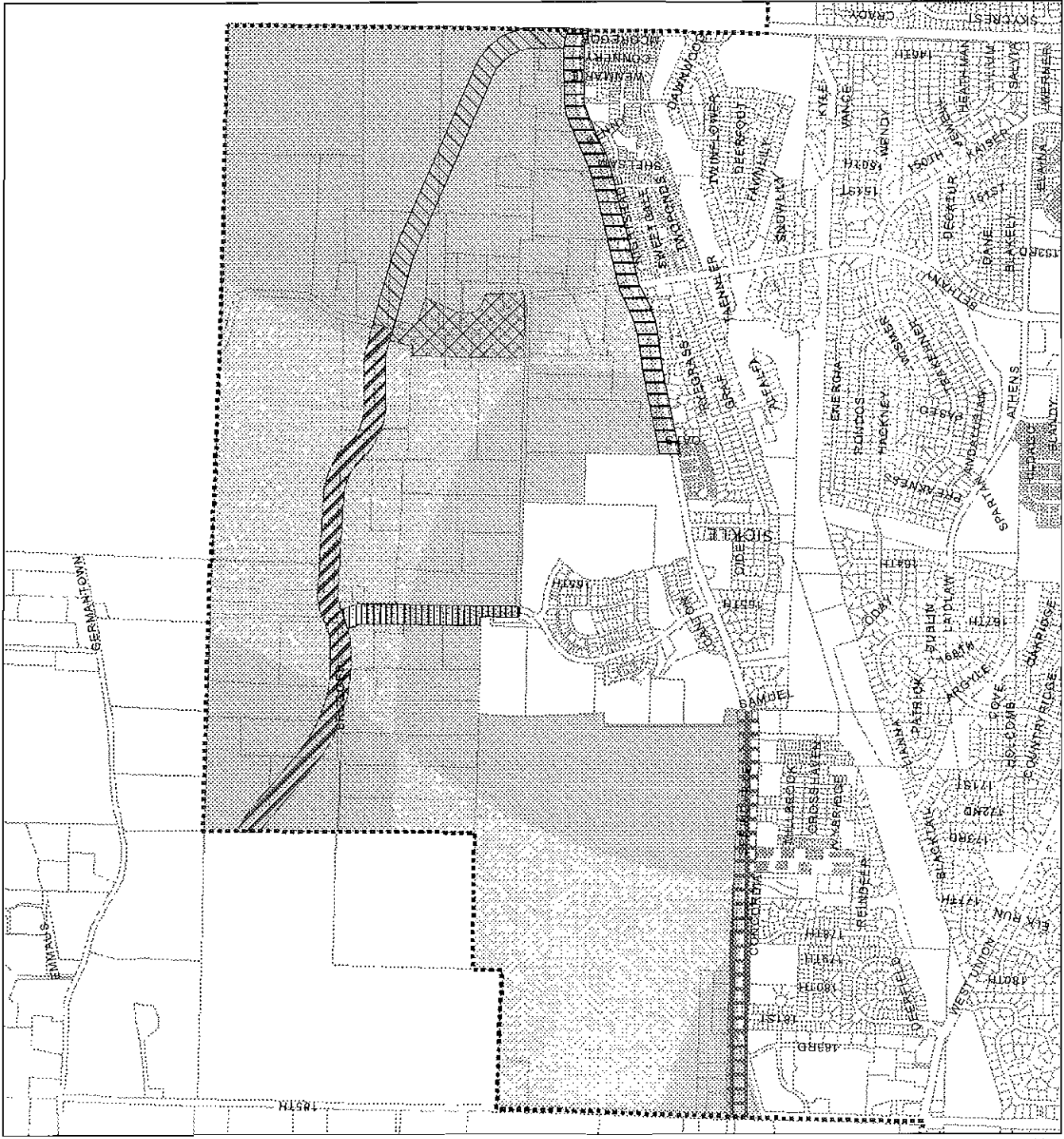
A-Engrossed Ordinance No. 712
Exhibit 3
September 28, 2009
Page 21 of 29

Create the 'Areas of Special Concern'
map of the North Bethany Subarea Plan
as indicated:

-  A.S.C. Road Corridor 1A - ROADA
-  A.S.C. Road Corridor 1B - ROADA
-  A.S.C. Road Corridor 2 - KAISER
-  A.S.C. Road Corridor 3 - JOSS
-  A.S.C. Road Corridor 4A - SPRINGVILLE
-  A.S.C. Road Corridor 4B - SPRINGVILLE
-  North Bethany Subarea Plan



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5. The land has been annexed into the following jurisdictional boundaries: Clean Water Services, Metro, Tualatin Hills Park and Recreation District, Tualatin Valley Fire and Rescue, Tualatin Valley Water District, and Washington County's Enhanced Sheriff's Patrol District, Urban Road Maintenance District and Street Lighting District.
6. The Board of County Commissioners find that necessary funding mechanism(s) to provide ongoing, long-term operation and maintenance of transportation improvements in the North Bethany Subarea Plan has been created (e.g., new county service district for the North Bethany Subarea Plan, an SDL sub-district is created for the North Bethany Subarea Plan, a mechanism for maintenance of enhanced landscaping is created).
7. The Board of County Commissioners find that necessary funding mechanisms to provide capital road improvements prior to 2040 have been created (e.g., road SDC, new county service district for the North Bethany Subarea Plan). The capital road improvements that need to be assured are:
 - Road A – western boundary to Joss – 3 lanes
 - Road A – Joss to Kaiser – 3 lanes
 - Springville – 185th to Joss – 5 lanes
 - Springville – Joss to Kaiser – 3 lanes
 - Springville – Kaiser to County Line – 3 lanes
 - Kaiser – Road A to Springville – 3 lanes
 - 185th - Springville to West Union – 5 lanes
 - Road A – Kaiser to Springville – 3 lanes
 - Road A bridge over Rock Creek – half-funded
 - 185th Ave – Springville to Germantown – half-funded
 - Kaiser – Springville to Bethany – 3 lanes
 - Joss Road – Springville to Road A – to collector standard where feasible
- y. Establish procedures and review criteria for the quasi-judicial and legislative amendments to the community plan for a New Urban Area within two years of the adoption of the community plan. Until the adoption of those procedures and review criteria, no amendments shall be made to the community plan except for the following:
 1. A mistake to the Plan designation due to a mapping error that placed the incorrect designation on the property and, that if the error had been brought to the attention of the Board during the adoption process, it would not have been placed on the property. Evidence shall be provided that shows the requested Plan designation had been proposed to be placed on the property during the planning process;
 2. Removal of the FD-20 designation pursuant to Implementing Strategy w. above; and
 3. A modification to the planned alignment of a Primary Street on the Core Street and Design Elements Map pursuant to the requirements of the community plan and Community Development Code. Where the proposed change to the Primary Street alignment affects the boundary(ies) of the underlying land use district(s), the affected land use district(s) may be changed to be consistent with the modified alignment subject to the following requirements:
 - a) The size of a Neighborhood Corner Commercial site may be increased up to twenty (20) percent in area;

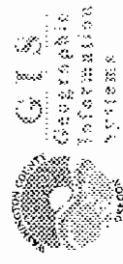
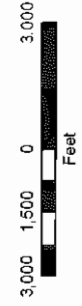
Wow WEST UNION NOT WIDEN. TO CORNELIUS PASS ROAD?

A-Engrossed Ordinance No. 712
Exhibit 8
September 28, 2009
Page 3 of 5

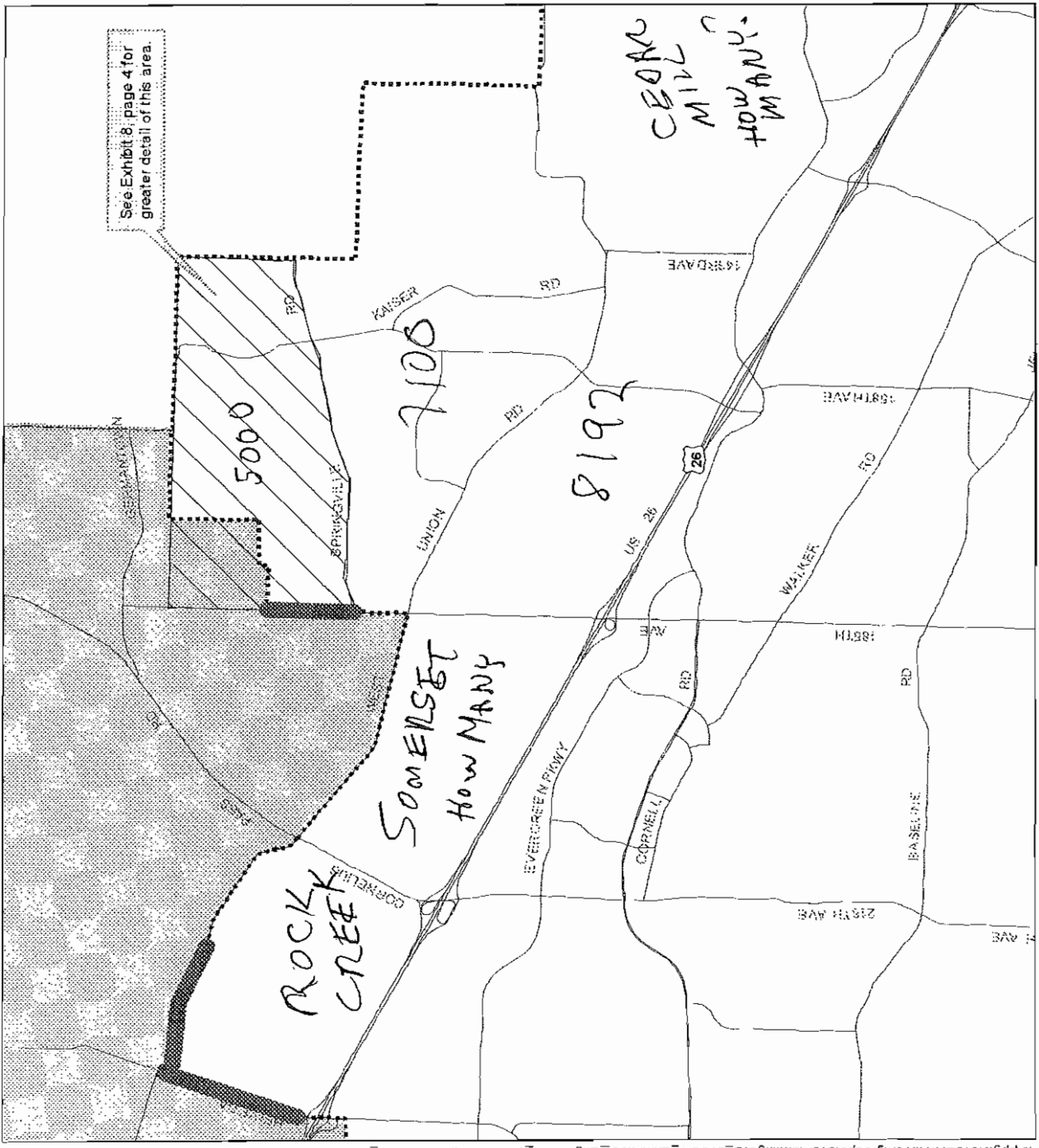
Housing
UNITS

Amend the 'Lane Numbers' map
in Policy 10 of the Washington
County 2020 Transportation
Plan as illustrated.

- Proposed change from 2 lanes to 2/3 lanes
- Detail Area
- County line
- Urban Growth Boundary
- Area outside the Urban Growth Boundary



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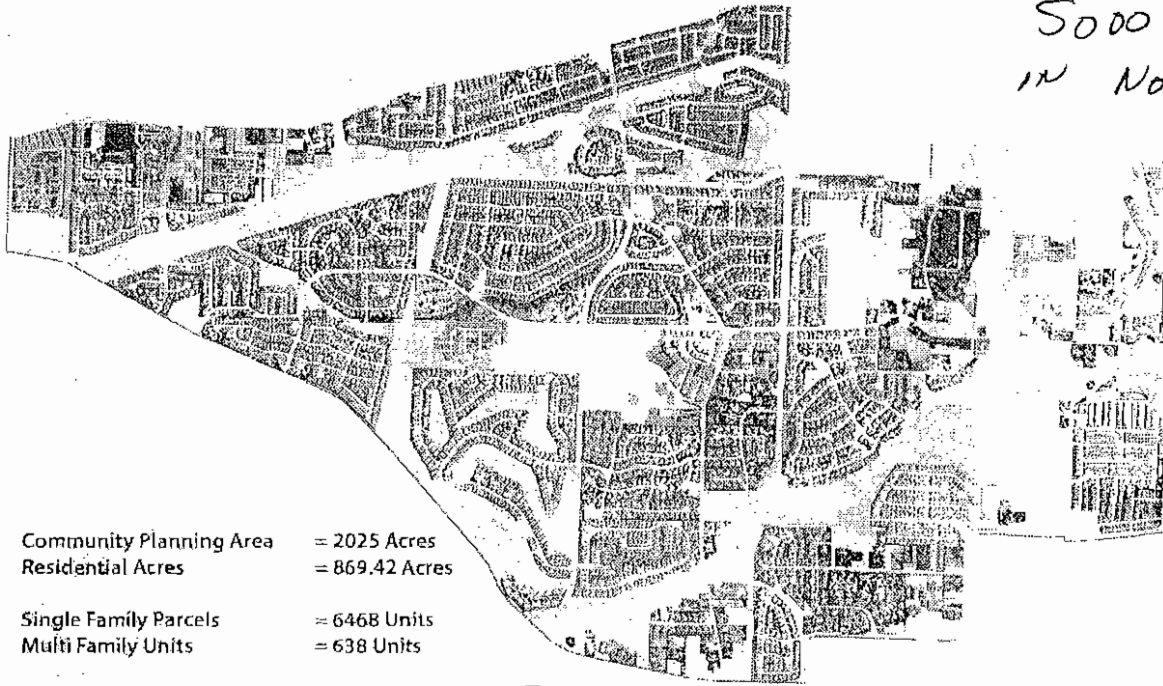
Visualizing Density

Bethany Community Planning Area
 Averaged Residential Density 8.2 units per acre

Areas Between North Bethany and Where the Jobs Are
 15,000 Housing Units



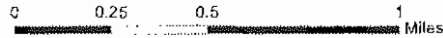
5000 HOUSING UNITS
 IN NORTH BETHANY



Community Planning Area = 2025 Acres
 Residential Acres = 869.42 Acres

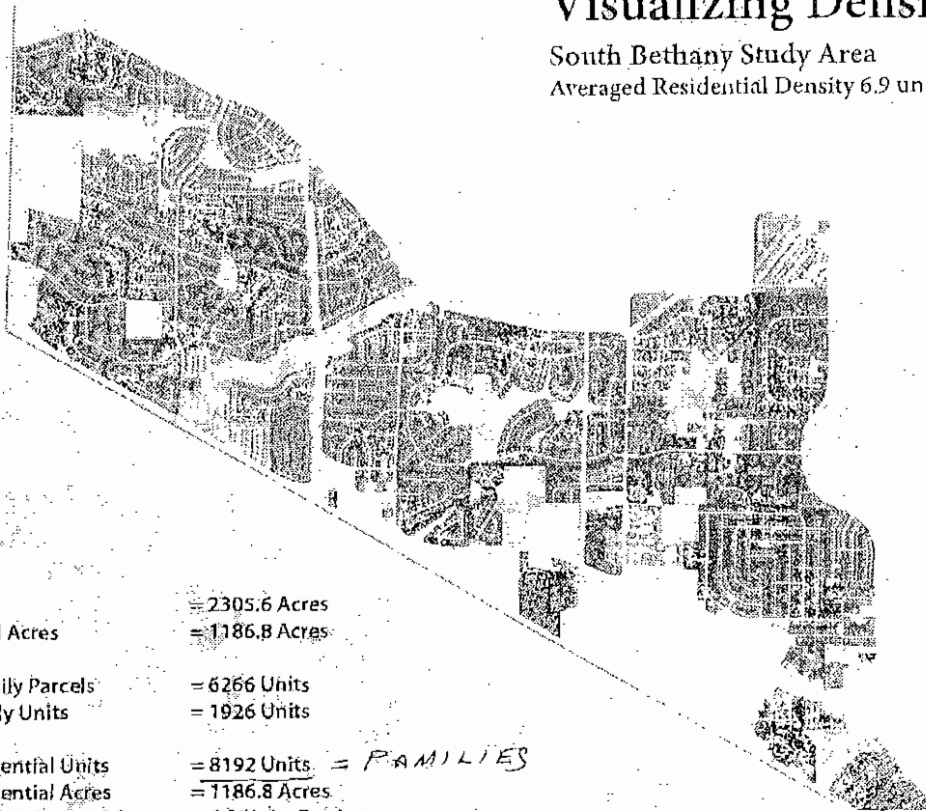
Single Family Parcels = 6468 Units
 Multi Family Units = 638 Units

Total Residential Units = 7106 Units = FAMILIES
 Total Residential Acres = 869.42 Acres
 Residential Units Per Acre = 8.2 Units Per Acre



Visualizing Density

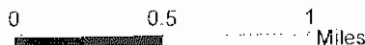
South Bethany Study Area
 Averaged Residential Density 6.9 units per acre



Study Area = 2305.6 Acres
 Residential Acres = 1186.8 Acres

Single Family Parcels = 6266 Units
 Multi Family Units = 1926 Units

Total Residential Units = 8192 Units = FAMILIES
 Total Residential Acres = 1186.8 Acres
 Residential Units Per Acre = 6.9 Units Per Acre



Topic: Most Likely: Washington County is no longer an Engine of Job Growth

Attached a series of articles from December, 2009 from Oregonian about High Tech.

Summary

- High Tech lost 10% of employment in 2009
- High tech has lost 20% of employment since 2000.
- Current employment is at 1996 levels.
- Venture Capitalists do not favor area for investment - too many failures

Interesting Note from one of the comments:

"Some counties in Oregon have not recovered from the recession of 1982."

General Overall Trend:

Vast majority of 'new' High Tech jobs have been created overseas for more than the last decade.

High tech employment in the United States is sharply down.

Observation: Washington County had some real advantages in late 1970s that attracted Intel and others from the Silicon Valley.

Most of these advantages are now gone.

1979 Advantages	Description	2010
mix	<p>Core of Engineers and Talented Technicians</p> <p>Note: Average salaries among lowest in the nation making it easy for Silicon Valley employers to 'poach'</p> <p>BTW: "low salaries" frequently explained by employees willing to accept it due to the Quality of Life.</p> <p>Worth noting that no such core of employees on East side. Major reason why attempts to attract employers there have failed despite substantial public investment.</p>	Essentially gone
Oregon Graduate Institute	<p>Both a research (PhD) facility and a Master's Degree 'factory'. The latter is key because best of newly hired Bachelor-degreed engineers want to go on for Master's. Both EE and Computer Science departments adequate for this purpose.</p> <p>At start of the 80's majority of MS students were Tektronix employees. By the end of 80's, vast majority were Intel employees.</p>	Effectively Destroyed during acquisition by OHSU
Reasonably Good K-12 Schools	High Tech employees place a high value on good education for their children	Much worse due in part to serious overcrowding due to under-investment fostered by Washington County Policy 14
Low congestion	Silicon Valley and other high tech areas have relatively bad congestion	In many ways, we are now just as bad as other places. Certainly not significantly better.
Beauty of the Rural Areas	Just a lot better than almost any other high tech	Still better, but, not

area in the country.

as good as it was.

^ ience of being a growth area

Some of the best and brightest wanted to move just because the area was exciting and strategic for their companies. Also, onme could assume that one could switch jobs to other exciting companies and that home value would go up.

Not a growth area. Area appears to be dead-end with few opportunities if current employer downsizes.

Cessation of high-tech growth has led to stagnation of home prices in other communities. Effect is swamped by other problems for the moment. It is likely to manifest itself as very slow recovery in prices of moderately upscale homes even if the general conditions in the country improve, which is not a given.

Kind of Employer arriving

Intel (and various computer companies) employ a variety of high tech employees including extremely well-paid: Computer Architects, High-Speed Logic Designers, Deep Submicron Circuit Designers and Highly competent Operating System and Computer Tools Software Engineers. Also, some highly paid Process Engineers needed for developing and running sub-micron production lines.

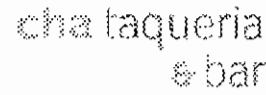
Only apparent new growth employers are from Solar Cell Industry. They need almost none of the high paid folks described to the left. They appear to be considering moving here to here to 'poach' the low to medium level process engineers and the process technicians.

General Conclusion - Growth is unlikely. Growth of high-paying jobs is very unlikely.

Oregonian phrase: "High Tech Malaise"



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- Stimulus dollars for road jobs has no effect on local unemployment rates 9:02 p.m. PT
- Daimler collects \$40 million to develop fuel-efficient trucks 7:53 p.m. PT

[MORE MY ECONOMY »](#)

POSITIONS AVAILABLE

Best of Business, Breaking News, Business, Economy, Finance, Housing, International Trade, Job cuts, Jobless in Oregon, Labor, Real Estate, Tech, The Economy »

Oregon unemployment one of worst in nation during 2009

By The Oregonian
January 02, 2010, 8:00AM



Steve McKinstry/The Oregonian

Oregon lost 77,900 payroll jobs during the first 11 months of 2009, a toll that casts a long shadow on prospects for economic recovery in 2010.

Economists say the state has technically climbed out of recession. But nonfarm job losses continue, with 4,600 gone in November alone, leaving 1,611,700 employed.

"It's a jobless recovery," says Tom Potiowsky, Oregon government's chief economist, "and it's going to be a long, slow road."

The state's 11.1 percent jobless rate -- with 211,424 Oregonians unemployed -- still overshadows the national 10 percent level. Oregon's seasonally adjusted unemployment rate would be even higher, economists say, if many job seekers hadn't given up.

Few expected such bad numbers in January, when the state's jobless rate hit 9.9 percent, its highest point in 25 years. Last spring Oregon spent two months with the nation's second-highest unemployment, behind only Michigan.

Since January, Portland housing prices have slid 4 percent, reaching a median \$239,000 sales price last month. Yet stock prices have rebounded, from the Dow Jones industrials plunge below 7,500 in February to a year-end close of 10,428.05.

Potiowsky still expects job growth to resume around the second quarter of 2010. He says the state probably won't return to pre-recession job levels until 2013.

Potiowsky will have trouble clinging to that forecast if December's job numbers come out negative. Oregon officials will release those figures Jan. 20, as voters consider \$733 million in new taxes proposed on a Jan. 26 ballot.

--Richard Read

Oregon Business headlines

- Midday biz roundup: Dow up modestly; Daimler Trucks wins \$40 million federal grant
 - Stimulus dollars for road jobs has no effect on local unemployment rates
 - Daimler collects \$40 million to develop fuel-efficient trucks
 - Obama considering new levy on banks
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Renee James at the Intel Developer Forum

IS THIS PARTIALLY DUE TO BAO INFRASTRUCTURE INVESTMENTS?

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Quickbooks Bookkeeper

Opti Staffing Group - Tacoma, WA

Associate Director, Finance - (Job Number: 009163)

Kaiser Permanente - Oregon, or

Manager, Accounting (#237) - (Job Number: 009752)

Kaiser Permanente - Oregon, or

Financial Analyst

Stanley Hydraulic Tools - Milwaukee, Oregon

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- Mika Japanese Sushit. On 2nd Avenue between Columbia & Clay @ KOIN
- **More Jobs**
- Ninkasi Brewing: High Quality Breweries crafted in the Pacific Northwest
- Stella Artois - Belgian premium beer with tradition dating back to 1366.

Banking world tumbles

The local banking industry arrived at a frightening new place on Jan. 16 when officials from the Washington Department of Finance and the FDIC showed up in Vancouver on a gray winter Friday to shut down the Bank of Clark County.

It was the first Portland-area bank to fail. Three Oregon-based institutions were shut down in ensuing months.

Eleven months since the Bank of Clark County's demise, it is still disconcerting and hard to believe: that in our iPhone-powered, DNA-sequenced economy, banks are getting shuttered like its 1932.

And here's the scary thing: 2010 could be worse.

"There's going to be more bank failures next year, maybe two to three times as many," said Lake Oswego banking analyst Joey Warmenhoven. "I can think of 25 banks in the Northwest that could fail."

Why? Not because 2010 is going to be worse than 2009. But because it won't be appreciably better. Some banks already beaten down by two years of loan portfolio disasters likely won't survive a third.

And if the long-predicted commercial real estate meltdown occurs in 2010, then even the stronger banks will be forced into hunker-down mode.

"I hate to be so doom and gloom," Warmenhoven said. "But these banks are so undercapitalized. They're going to have to raise so much money, and if they do, they will wipe out existing shareholders in the process."

Besides bank failures, one of the big stories of 2009 was the successful capital raises by a number of Northwest community banks.

Umpqua Bank, Pacific Continental of Eugene and West Coast Bank of Lake Oswego between them raised more than \$200 million in late summer and early fall.

The new money will almost certainly allow them to survive.

The jury remains out on several other Oregon banks. Six are currently operating under cease-and-desist orders from state regulators requiring them to raise new capital or to produce a plan to improve the quality of their loan portfolios, or both.

Those six are West Coast, Bank of the Cascades in Bend, Columbia River Bank in The Dalles, Merchants Bank of Gresham, Columbia Commercial Bank of Hillsboro and Home Valley Bank in Grants Pass.

--Jeff Manning

Layoffs, closures hit tech

The machinery of Oregon's technology industry ground nearly to a halt this year as Intel, Tektronix and scores of other technology manufacturers announced plant closures, unpaid furloughs, wage cuts and layoffs to cope with the dramatic economic slowdown.

Oregon lost 1 in every 10 technology manufacturing jobs during 2009, and in a state that is heavily dependent on production work, the effect was profound.

Overall, technology employment in Oregon has retreated to 1996 levels.

As the state's established tech economy withered, though, there were signs of hope in newer high-tech sectors. A resurgent entrepreneurial culture, clustered around downtown Portland, nurtured dozens of tiny startups.

And several long-simmering Portland software companies -- Webtrends, Jive Software and Tripwire among them -- reported breakout years despite the recession and forecast even more rapid growth as the larger economy rebounds.

Meanwhile, two major telecommunications transitions are under way in Oregon.

Clearwire, backed by billions from Intel, Sprint, Clearwire and others, launched its first network in Portland last January using a new high-speed wireless Internet technology called WiMAX. Similar ClearWire networks followed in several other cities, but the Seattle-area company's stock remains depressed. Investors doubt it will win a coming battle with cell phone carriers, who will begin deploying their own high-speed wireless networks in 2010.

Verizon Communications, meanwhile, announced it would sell its operations (except for its cell phone business) in Oregon and several other states. A Connecticut company specializing in rural telecom, Frontier Communications, is due to take over sometime in mid-2010.

State and local regulators were initially skeptical of the deal, concerned that Frontier lacks the technical know-how to run Verizon's advanced fiber network and the financial wherewithal to pull off the deal. But regulators ultimately backed the deal after Frontier agreed to a series of consumer safeguards.

93
comments

Sarah Palin's 'You betcha' + Fox News = Big talker

87
comments

Canzano: Oregon State to offer Riley a lifetime deal

70
comments

Oregon State stuns the Ducks in last Civil War game at Mac Court, winning 64-57

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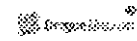
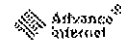
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citibank



--Mike Rogoway

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Home sales improve

After plunging to record lows in 2009, Portland-area home sales finally recovered a bit during the fall, but prices continued slip.

According to the Regional Multiple Listing Service, improving home sales were driven primarily by federal incentives to draw buyers into the market. In November, the number of closed sales rose 72 percent from a year ago to 1,795. December numbers have not been released.

Looking more broadly across the Portland area -- the data includes Clackamas, Columbia, Multnomah, Washington and Yamhill counties -- the November bump showed that 4 percent interest rates and a federal homebuyer tax credit helped Oregon sales.

Meanwhile, the region's median home price fell below \$240,000 for the first time since June 2005. November's median price, at \$239,000, was down 20.9 percent from the August 2007 peak of \$302,000. And rising foreclosure rates haven't helped home prices, as demand remains cramped. Nearly 1 in 10 Oregon homeowners was late on at least one mortgage payment this fall, the highest rate on record.

Portland real estate consultant Jerry Johnson expects prices will bottom out at about \$230,000 -- down 24 percent from the peak -- before climbing out of the recession.

--Ryan Frank

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Posted by **jory**
January 02, 2010, 8:12AM

Oregon's basket case economy will continue to plunge in 2010. Employers are moving out and the State's nasty climate and crime problems will continue. Happy New Year.

Inappropriate comment? [Alert us.](#)

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Posted by **ThinkOregon**
January 02, 2010, 9:32AM

jory ... basket case is mild. If you dig deeper into the stats, start really drilling down into the things like Portland's Economic Development Strategy, Oregon Employment Department projections, etc. you find significant structural issues with Oregon's economy.



METRO

Date _____

Comment Form

No. # LAST
(~~57~~ or 58?)

(Please print)

Name (required) Kirk Andrews

Affiliation (if any) NONE

Address (required) 13410 NW Springsville RD

E-mail (optional) _____

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Please keep ARMS North of
Hwy 26 Rural RESERVE-

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 1-14-10

No. 40

Comment Form

(Please print)

Name (required) Kathy Blumenthal

Affiliation (if any) Wood E. Bethany

Address (required) 14421

E-mail (optional) _____

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Instructing E. Bethany into CA.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 1-14-10

No. 38

Comment Form

(Please print)

Name (required) LYN JACOBS

Affiliation (if any) _____

Address (required) 7960 NW DICK RD. HILLSBORO

E-mail (optional) lyn.jacobs@msn.com

Include my e-mail in your notification list.

Comment topic(s) Reserves

OR

97224

Comment (use back or attach additional sheets if necessary)

See attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

January 14 2010

Dear Metro Councilors:

I come today as a CSA farmer in the Helvetia area urging you to broaden your efforts to preserve foundation agricultural land and guide smart growth in the Metro area over the next 40 – 50 years.

My husband and I choose to farm and sell direct to customers to enhance connection of consumer to local organic food. We have created a community within the Portland metro area where people, young and old know who grows their food and where their food is produced. We own and operate “La Finquita del Buho” which is a CSA (Community Supported Agriculture) and is located on Dick Road just north of West Union Rd. between Cornelius Pass Rd. and Helvetia. We have grown our business from 5 member families in 2000 to over 80 families this season. We farm approximately 2 acres and feed over 300 people for 29 weeks out of the year. We farm on designated farm land which currently protects us from subdivisions going in next door or across the road. We could not raise live stock, move farm equipment or provide the urban escape that we do if we were one small island among a row of houses and businesses.

CSA farming is not a fad; it is the wave of the future. People are flocking to this style of farming in droves. The 4 farms north of highway 26 feed well over 1500 people and have wait lists that are as many as 100 people long. The Portland Area coalition of CSA Farmers has 53 farms listed as of today, with new farms being added weekly. We are all examples of how much food can be produced on relatively small parcels of land.

Farms range from ½ an acre to over 200 acres. Membership ranges from 3 members to over 350. CSA farming is economically viable and can produce up to \$30,000/acre.

We farm using drip irrigation only. The committee has placed great value on irrigated land, the idea that the only type of agriculture worth preserving is that which has water rights is unfounded. We manage to feed people, replenish the land and preserve precious water without overhead irrigation. We manage this land with careful planning and hard labor and have proved that small acreage farming is possible and profitable.

People want to know where and how their food is grown, they want sustainably grown food and they want to take their children and grandchildren to the farms where that food is grown. Proximity is essential, community connection is quintessential. We provide that opportunity to this community through weekly pick-up at the farm, school trips, after school farm programs, community food preservation workshops and harvest festivals.

I urge you to adopt the ANRC map. I also urge you to change the undesignated areas north of highway 26 to RURAL RESERVE as these foundation farm lands meet the same criteria for inclusion in the rural reserve as neighboring farms. Please change the northwest quadrant near the highway overpass now numbered 8B to a rural designation, not urban. State law allows for this change and the area should be saved for farming.

In Summary:

- CSA farming is not a fad, it is here to stay
- Small parcels of land can be profitable
- Non-irrigated land is profitable

- Proximity to urban areas is essential for the farmer/consumer connection
- Community connection is one of those intangible but vastly important features that makes what we do unique and worth saving.
- Urbanization will shut down activity – farmers will not invest in future crops and infrastructure
- Adopt the ANRC map and change the undesignated land near Jackson Quarry Road to Rural Reserve, they meet the same criteria and deserve the assurance that their land will be preserved.

We invite all of you to visit our farm, visit Helvetia, and visit the jewel of Hillsboro before you make any decision to offer it up to high tech development. Once our land is paved there is no way to get it back for future generations.

Sincerely,

Lyn Jacobs and Juvencio Argueta

La Finquita Del Buho, CSA

7960 NW Dick Road

Hillsboro, OR 97124

503-647-2595

lynjuve@msn.com



METRO

Date 01-14-10

No. ~~10~~ 60

Comment Form

(Please print)

Name (required)

Laura Masterson

Affiliation (if any)

Portland Area CSA Coalition

Address (required)

6632 SE 47th Avenue Portland OR 97206

E-mail (optional)

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment (use back or attach additional sheets if necessary)

emailed in

* Support Ag & Natural Resource Condition Map

* Have concerns about Troutdale and would like to see Mult.Co explain why they decided to add urban reserve when

* I've farmed on the Urban Fringe for the last 15 yrs and people who say its too hard to farm, or they can't make a profit - don't really want to farm. I'd be happy to put them in touch with lots of eager young farmers.

* There was a question about direct marketing farms included in the Urban Reserves. This process is not about individual farms - its about protecting the best FARM LAND regionally

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

January 14, 2010

Mollie and Ted Nelson
13512 NW Springville Lane
Portland, OR 97229

Dear Council President and Members of Council:

My name is Mollie Nelson and my husband and I have lived on 5 acres just off of NW Springville Road for 17 years.

I am here to **URGE THE METRO COUNCIL TO DESIGNATE ALL OF AREA 9 IN THE WEST HILLS AS RURAL RESERVE**. Noteworthy is the support that many of our elected public officials have recorded FOR RURAL RESERVE for all of Area 9. Oral and written testimony at previous County and Metro hearings by City of Portland's Amanda Fritz, Bob Clay, and Mayor Sam Adams, among others is abundantly rich with justification for the Rural Reserve status. And, please, allow the process providing for citizen input and the thoughtful, researched study of these areas influence your decision. I've been attending meetings, along with my like-minded neighbors for many months now, beginning with the Multnomah County Reserves Citizens Advisory Committee. The CAC and Multnomah County staff rated this specific "lower Springville Road" area, Area 9B as 'low-medium' suitability for urban reserve and the CAC rated it 'medium-high' for Rural Reserve and recommended the RR status. Along with the City of Portland, at least 4 local neighborhoods, environmental groups, and just this week by the large coalition of Agricultural and Natural Resources groups, RURAL RESERVES is recommended for all of West Hills, including all of Area 9. Please listen to their conclusions.

One specific issue I would like you to consider when making a determination about this area, 9B – is the ability to move the people from their homes to their jobs – the infrastructure required, specifically ROADS should you entertain an URBAN designation there.

The North Bethany development now on the books in Washington County will add 5000 homes, leading to 5000 more cars on the already crowded roads between North Bethany and where the jobs are during rush hour. 5000 cars will take up 20 miles of road. IF you agree to designate parts of Area 9 as urban reserve, even more pressure (maybe as many as 2000 additional homes) will be added. At least 5 roads would need to be widened to 5 lanes from the freeway to Springville Road. Some of them should have been widened from the freeway to West Union and Thompson Roads back in 2000 when Bethany was first developed, but residents are still waiting (and traffic lines currently back up this entire stretch). Area 9B is in Multnomah County the existing roads requiring improvement are in Washington County. It doesn't seem plausible that Multnomah County will want to (nor have the means to) contribute to the improvement of roads in Washington County. Additionally, Washington County recently reduced their recommendations for Urban Reserves and the more than 10,000 acres they are recommending are closer to the jobs, will have far less impact on wildlife habitat, streams and other natural landscape features, as well as farms and forest land which currently serve as the necessary buffer between urbanization and our beloved Forest Park and the forested West Hills – all located in Area 9. Why would you create an urban reserve on limited acreage with such a low suitability rating?

PLEASE DESIGNATE ALL OF AREA 9 IN THE WEST HILLS AS RURAL RESERVE to protect close-in farms, forests, and natural resources. I SUPPORT THE AGRICULTURE AND NATURAL RESOURCES COALITION RESERVES MAP recently submitted and hope that the Core 4 will adopt it as theirs.

Sincerely,



Mollie and Ted Nelson



METRO

Date 1-14-10

No. 50

Comment Form

(Please print)

Name (required)

Milly Skach

Affiliation (if any)

Address (required)

13640 NW Springville Lane

E-mail (optional)

Include my e-mail in your notification list.

Comment topic(s)

Reserves

Comment (use back or attach additional sheets if necessary)

~~Area 9B~~

Please designate all of Area 9 as Rural Reserves. I especially urge that Area 9B be a Rural Reserve for natural features.

I also support the Agriculture and Natural Resources Coalition Reserves map.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 01-14-10

No. 15

Comment Form

(Please print)

Name *(required)*

Mary Telford

Affiliation *(if any)*

Address *(required)*

2507 NE Spring St. Astoria, OR

E-mail *(optional)*

mary.telford@astoria.com

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment *(use back or attach additional sheets if necessary)*

Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

My husband John and I are very lucky to live in the “Springville L, Area 9B. We enjoy walking to Malinowski Farm to buy their organic meat and eggs. Their products are available at several local outlets. Other farmers use some of Malinowski’s land to grow produce sold in several of the farmers markets in the Metro area.

We visit several of the Farmers’ Markets in the area where we buy fresh local produce, most of which is organic and is not to be found in the big chains. These markets also supply us with a wide variety of vegetable and herb plants for my garden, which are grown by local farmers for success in our growing conditions.

We enjoy cutting our Christmas tree just up the hill on Springville Rd.

Also in our immediate area we have walking access to a Community Supported Agriculture family farm. As we walk to our neighborhood farms we greet the cows that feed us. We meet “up close and personally” the abundant variety of wildlife who benefit from the buffer zone the “L” provides adjacent to Forest Park.

Every year the list of Community Supported Agriculture farms grows larger and more varied. Some CSA’s have waiting lists. The people living in the Metro area are obviously enjoying the benefits of our local farmers and are supporting them.

Area 9B has the potential to become a haven for CSA’s, a destination for Metro residents to fill their shopping bags with fresh, healthy food. In doing so it will also remain a haven for the wildlife that shares this very special space with us. My hope is that will come to pass for our future generations.

One of Metro’s principles for reserves is that land near the UGB that qualifies for Urban or Rural Reserves should be designated. It is clear that Area 9B qualifies to be a Rural Reserve.

I support the Agriculture and Natural Resources Coalition reserves map. Please designate all of Area 9 in the West Hills as Rural Reserve to protect close-in farms, forests, and natural resources.

February 8, 2010

Chuck Beasley
Multnomah County
1600 SE 190th Avenue
Portland, Oregon 97233

RE: Urban and Rural Reserves in the Portland Metropolitan Area

We are writing to gain clarification of the Urban and rural Reserves in the Portland Metropolitan Area administrative rule 660-027.

We are looking for a written response after you have had an opportunity to consult with the Oregon Department of Land Conservation and development.

66-02700070(3) prohibits jurisdictions from amending their land use regulations to allow uses that were not allowed at the time of designation of an area as a rural reserve.

We interpret this to mean a change in regulation. We assume that a use such as a marina would be allowed to request expansion or improvements/maintenance and approved, if in compliance to the criteria, under the existing conditional use or Special Plan area process current allowed within the adopted Multnomah County community code.

We also assume that any change in regulation that does not allow new uses such as allowing houseboat's required parking in flood plains as allowed by federal regulation or reducing required parking for houseboats consistent with METRO's regulatory framework would not be prohibited by 66-02700070(3).

Sincerely



Peter Finley Fry AICP



Jan Hamer, River's Bend Marina

Cc Department of Land Conservation and Development
Commissioner Jeff Cogan, Multnomah County
Counselor Rex Burkholder, METRO

2010 FEB 10 10:00 AM

2010 FEB 10 10:00 AM

2010 FEB 10 10:00 AM



METRO

Date 1-14-10

No. 38

Comment Form

(Please print)

Name (required) Paula Sauvageau

Affiliation (if any) _____

Address (required) 3355 N W Forest Ln

E-mail (optional) poulasauvageau @ yahoo.com

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

I would urge your support of all of area 9 in the west Hills as rural reserve. The agricultural and Natural Resources Coalition reserve has provided a map which includes area 9 in the rural reserve area and which I support.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 1-14-10

No. 31

Comment Form

(Please print)

Name (required) Rosemarie Cordello

Affiliation (if any) Portland Farmers Market

Address (required) 2317 NE 9th Portland, OR 97212

E-mail (optional) rosemaria@sabingreen.net

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

testifying in support of the Agriculture & Natural Resources Coalition

present map of farmers market farmers in metro area

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.



METRO

Date 1-14-10

No. 44

Comment Form

(Please print)

Name (required) Richard Malinowski

Affiliation (if any) Malinowski Farm

Address (required) 13130 NW Springsville Rd Portland OR 97229

E-mail (optional) _____

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Farm Reserves in Area 9

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

MALINOWSKI FARM

13450 NW Springville Ln
PORTLAND, OREGON, 97229
gregory.malinowski57@gmail.com

Phone 503-297-9398

January 14, 2010

To: Council President Bragdon and Metro Councilors

From: Malinowski Farms

Notice of Concern

On Sept. 8, 2005

The Court of appeals rejected our argument that North Bethany could be used as a Springboard to bring other areas of Ag land into the boundary in Part because they said we had a good faith findings from Metro that our Ag land was protected by Metro's own statements about our Farm area. We had argued that Metro's was not sincere. They told us we were wrong. And yet less than 5 years later, Metro has not designated this area as a Rural Reserve. Indeed our farm is possibly being considered as an urban reserve. The Court was not misled was it?

Case # A122169 (which decision was consolidated with case #'s A122246 and A122444,) "City of West Linn et al V. LCDC et al" was decided by the Oregon Court of Appeals on September 8, 2005. In affirming the inclusion into the UGB of Areas 84-87, North Bethany, the Court said: **"The Bethany expansion area will have clear boundaries that serve to both visibly highlight the line separating urban and rural uses, and to also serve as a buffer between urban development and rural uses. NW 185th Ave., Abby (sic) Creek and its adjoining riparian zones and slopes and the powerline easement coupled with the Multnomah County boundary line all serve to clearly demarcate and buffer the proposed expansion area."**

Thanks for your time. Malinowski Farm

Greg Malinowski

Richard Malinowski



METRO

Date 1-14-10

No. 48

Comment Form

(Please print)

Name (required)

Rand Schenk

Affiliation (if any)

Address (required)

2947 NE 31st

E-mail (optional)

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Need to minimize urban preserves and maximize rural
preserves.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

January 14, 2010

Dear Metro Councilors;

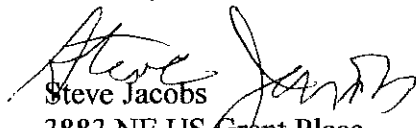
I come before you today to urge you to place the area north of highway 26 including but not limited to the area known as Helvetia as Rural Reserve. I moved to the Portland metro area 4 years ago from the sprawling metropolis of Los Angeles, CA. I grew up there and watched the orange orchards turn into subdivisions until the county of Los Angeles covers over 100 miles.

I have been refreshed by the considerable effort Oregonians go to to preserve open spaces and rural land close in to the city centers. I belong to the CSA, La Finquita del Buho and have grown to depend on this local source for fresh produce, eggs and milk. I get grass fed, beef, pork and lamb from their operation. I know the farmers and how they care for the land, the animals and the environment.

I have also taken advantage of all the amazing resources the Helvetia area has to offer. I collect pumpkins with my grandchildren, harvest peaches and blueberries in the summer and look for winter nuts at local farms in the area. I take out of town guests to taste the amazing wines produced right here in the Portland metro area.

I ask that you consider the great cultural value of this area. This area is not full of hobby farms as suggested by some councilors but of people making a living from the land. I urge you to adopt the ANRC map. I also urge you to change the undesignated areas north of highway 26 to RURAL RESERVE as these foundation farm lands meet the same criteria for inclusion in the rural reserve as neighboring farms. Please change the northwest quadrant near the highway overpass now numbered 8B to a rural designation, not urban. State law allows for this change and the area should be saved for farming. Preserve the beauty that is Oregon for generations to come.

Sincerely,


Steve Jacobs
3883 NE US Grant Place
Portland, OR 97212



METRO

Date 01-14-10

No. 7

Comment Form

(Please print)

Name (required)

TERRY PARKER

Affiliation (if any)

NONE - MYSELF AS A TAXPAYER + LIFELONG BOARDMAN

Address (required)

P.O. Box 13503

E-mail (optional)

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

Testimony to Metro on Urban and Rural Reserves by Terry Parker January 14, 2010

How many of you live packed in like sardines, the little box housing all stacked up in tenement style so-called compact development buildings that create urban heat islands? If you don't, you should; because such a division of class is exactly how you are proposing this region accommodate growth. The temperature in these dense downtown style urban heat island developments can be as much as 10 degrees hotter as compared to the adjoining less dense urban and suburban areas. As the density goes down so does the warming. A large number of people, especially families, want lifestyles in single family homes with attached yards. Current Metro regional density and taxation policies are already driving people to live in Clark County, and one reason why Portland Public Schools has a declining enrollment. Government ought to be accommodating the lifestyles of the people, not be spending taxpayer dollars to socialistically tell them how and where to live, work and commute.

How many of you are guilty of flying somewhere this past year. A seat on a commercial airline has about the same carbon footprint as driving a car the same distance, but you do it anyway. The biggest threat to the eco systems and the sustainability of the planet is the over population of the human race, not our individual lifestyles. Having an extra child in a family has 20 times the eco impact of driving a modern car. Yet, nowhere in all of Metro's socialistic planning is there a robust discussion about smaller families and educating the public on how population growth impacts the environment. While history clearly demonstrates that economic growth is directly tied to energy use and connected to miles traveled, economic growth does not require population growth. Moreover, true economic growth can not be built on government subsidies.

The City of Portland should not be telling the surrounding areas how to develop or build out, and Metro should be listening to and accommodating everybody, not just the small percentage of people that freeload on bicycles or ride overly-subsidized transit. Alternative transportation users need to be paying their own way instead of poaching funds from elsewhere, just as growth needs to pay for itself.

PBOT's concept of building a web of streetcars to connect compact development is unaffordable, and not even independently, operationally or financially self-sustainable. Because of the huge carbon footprint of relocating underground utilities, manufacturing the steel rails, and digging up the streets to put them in; building a system of streetcars is not even eco-sustainable. Unless such a system of streetcars can be built with manual labor, pick axes, hand shovels, mules and donkeys; not reduce motor vehicle capacity or create more congestion on roadways by obstructing other traffic; and pay its own way; the entire concept needs to be scrapped. A better far more affordable alternative is to construct a system of electric trolley busses that can connect the suburbs, pull over to the curb allowing other vehicles pass when boarding passengers, and the only build out need is to add the wires over existing streets.

THE BOTTOM LINE is: 50 years, over half a lifetime, is too long to restrain land use change. This Urban and Rural Reserve Plan is designed to give an appearance of solidity to a pure wind when in actuality the intended purpose is to enact heavy handed socialistic long-term controls over the people severely limiting basic private property rights and freedom of choice. There is an old proverb that says "when an elephant dances, the grass gets trampled". With this plan, Metro becomes the elephant in the room, oversized and oppressive, that tramples the historically fought for freedoms and liberties this country was founded upon. If population growth in this region remains unchecked, then more land than is currently on the table will be needed just for housing families in single family homes that also have attached yards.

Respectively submitted,
Terry Parker



METRO

Date 01-14-10

No. 28

Comment Form

(Please print)

Name (required) Thomas J. VanderZander

Affiliation (if any) East Bethany Owners Collaborative

Address (required) 15903 N.W. Logie Trail

E-mail (optional) tv2@conitergroup.com

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

BEFORE THE METRO COUNCIL...JAN.14, 2010
RE: RESERVES

Metro Council Members,

My name is Thomas J. VanderZanden residing at 15903 NW Logie Trail, Hillsboro, Oregon...97124. I have been involved in urban and rural planning for many years and now represent the East Bethany Owners Collaborative. This group consists of seven property owners and they collectively own about 400 acres of land in East Bethany. Their combined ownership comprises the vast majority of the land contained in UR-1 commonly referred to as the "L". For the most part, this Collaborative has owned their properties for many years and have resided on their properties from an early age.

UR-1 is located immediately east of the North Bethany UGB addition which is currently in its final stage of planning. It is fully expected that a Comprehensive Plan will be completed in the spring of 2010 and development will commence shortly thereafter. This area is virtually identical to the properties of North Bethany save that they are located in Multnomah County rather than Washington County. This entire area has been identified as "conflicted" agricultural land and is rated a "suitable for urban reserve" designation by the Multnomah County planning process. The "L" is not on steep slope and has little unique habitat value. This area can be easily severed with urban infrastructure by Washington County service providers. Service agreements for other areas of Multnomah County draining to Washington County have been in place for many years and serve as a model for providing infrastructure to UR-1. Additionally, and of great importance, UR-1 is within walking distance of the Bethany Town Center and the Portland Community College's Rock Creek Campus. In addition to these attributes an urban designation of this area offers the certainty of expanding the regional trail system at no cost to government.

I applaud this novel undertaking of looking ahead for fifty years. Perhaps no other place in America has attempted such a forward looking endeavor. In conducting this huge undertaking I ask that you be mindful of your unique role of being responsible for the entire region. Local governments are clearly an integral part of this effort and Metro is particularly tasked with adding the "balance" required in SB 1011. I have been involved in the UGB processes since its inception and have observed the modest changes made over the last 30 years. I strongly submit that East Bethany is not now inside the UGB for the simple reason that it is located in a county that does not provide urban services. Fifty years is a very long time. Should this regionally oriented institution push for the inclusion of UR-1 in the urban reserve I am confident service provision and governance issues can be resolved. In fact they would almost certainly have to be resolved as a condition of being included in a future UGB inclusion.

Designating UR-1 as urban reserve adds "balance" to the regional process and is the right thing to do. Should UR-1 not be included as urban reserve the region will be faced with the vexing problem of having omitted an easily serviced area, which is "conflicted" on the ODA map, and is virtually surrounded by the current UGB. In conclusion Metro should regard this area as presenting a novel opportunity to create a truly "great community".

Sincerely,
Thomas J. VanderZanden



METRO

Date 01-14-10

No. 16

Comment Form

(Please print)

Name (required) WINIFRED MILLER

Affiliation (if any) _____

Address (required) 13560 NW Springville Rd 571219

E-mail (optional) _____

Include my e-mail in your notification list.

Comment topic(s) Reserves

Comment (use back or attach additional sheets if necessary)

Attached

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff.

August 10, 2009

To Whom it May Concern,

We bought our Property over 50 years ago because it was out in the country and away from development. We enjoy all the wild life on our property and think it would be disrupted if there were more development around. We have a family of deer on the property every day and there are many other species we enjoy seeing.

We haven't developed our property as much as we'd have liked, because we don't want to disturb the wildlife and native vegetation in the area, some that are endangered.

There are a lot of native trees and plants in the area and I request that you keep our neighborhood in the rural reserve area when making your future plans to preserve them.

Respectfully yours,

**Winifred L. Miller
13525 NW Springville Road
Portland, OR 97229**

**503.706.1291 phone
winniemiller@gmail.com**