

#3

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: Urban / Rural Reserves

AGENDA NUMBER OR TOPIC: R-11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Cori Bacher

ADDRESS: 7547 N.W. Skyline Blvd.

CITY/STATE/ZIP: Portland OR 97229

PHONE: _____ DAYS: 503-285-8177

EVES: Same

EMAIL: cfbacher@msn.com

FAX: _____

SPECIFIC ISSUE: Urge Commissioners to designate Area 9B as
a Rural Reserve

WRITTEN TESTIMONY: The excellent work of creating
Rural Reserves in the Portland West Hills needs to
be completed by designating Area 9B as a Rural Reserve.
Preservation of irreplaceable farmland, forest land and native
plant and animal habitat needs to be extended all the way to
the county line

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

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CITY/STATE/ZIP: Portland OR 97229

PHONE: _____ DAYS: 503-285-8177

EVES: Same

EMAIL: cfbacher@msn.com

FAX: _____

SPECIFIC ISSUE: Urge Commissioners to designate Area 9B as
a Rural Reserve

WRITTEN TESTIMONY: The excellent work of creating
Rural Reserves in the Portland West Hills needs to
be completed by designating Area 9B as a Rural Reserve.
Preservation of irreplaceable farmland, forest land and native
plant and animal habitat needs to be extended all the way to
the county line

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#4

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2/25/10

SUBJECT: Intergovernmental Agreement for
Urban + Rural Reserves

AGENDA NUMBER OR TOPIC: R 11

FOR: X AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: FRED BACHER

ADDRESS: 7547 NW SKYLINE BLVD

CITY/STATE/ZIP: PORTLAND OR 97229

PHONE: _____ DAYS: 503 380 9656 EVES: 503 285 8177

EMAIL: FRED.BACHER@COHERENT FAX: _____

SPECIFIC ISSUE: Western Mult. County Rural Reserve
for 9B Area.

WRITTEN TESTIMONY: Uphold + accept staff and public
input to make 9B Rural Reserve by amendment
to the current LGA. Beaver son will never
govern this area — Please designate, do not
abandon this area.

IF YOU WISH TO ADDRESS THE BOARD:

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4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#5

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 02/25/2010

SUBJECT: Reserves

AGENDA NUMBER OR TOPIC: Reserves R-11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Bob Clay City of Portland

ADDRESS: 1900 SW 4th Ave. #7100

CITY/STATE/ZIP: Portland, OR

PHONE: _____

DAYS: 503.823.7713

EVES: _____

EMAIL: bclay@ci.portland.or.us

FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: Area 9 A and 9 B.

Yes. - 10 copies.

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
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CITY OF
PORTLAND, OREGON

Sam Adams, Mayor
Nick Fish, Commissioner
Amanda Fritz, Commissioner
Randy Leonard, Commissioner
Dan Saltzman, Commissioner

February 23, 2010

Chair Ted Wheeler and Commissioner Jeff Cogen
Multnomah County Board of Commissioners
501 SE Hawthorne Blvd.
Portland, OR 97214

Dear Chair Wheeler, Commissioner Cogen and Commissioners,

As the City of Portland's representatives to the Metropolitan Policy Advisory Committee (MPAC), we want to thank you again for your commitment and hard work during the Core 4 urban and rural reserve process. The recommendations before you bring us exceedingly close to a regional agreement on a long-range growth management plan that will cement a regional partnership for decades to come.

As you finalize an agreement with Metro, we would like to reiterate the recent recommendations on reserves by MPAC at their January 27, February 1, and February 10 meetings. These meetings represent 10 hours of deliberation and many more hours of preparation.

The MPAC recommendation addressed the areas of West Multnomah County known as Area 9, which contains sub-areas 9A, 9B, 9C and 9F. This area is of particular interest to Portland because of the proximity to the city, the NW Hills of Portland and Forest Park. Areas 9C and 9F were recommended for a rural reserve designation at the Core 4 final meeting on February 8, and we are very pleased with this outcome.

However, we note that Areas 9A and 9B remain "undesignated" in Multnomah County's proposed agreement with Metro. On February 1, MPAC recommended that both 9A and 9B be designated rural reserve by an overwhelming vote of 14 yeas, 0 nays, and with 2 abstentions. And on February 10, MPAC reaffirmed its original recommendation for all reserve areas by an overwhelming vote of 15-2.

For over a year, the city has studied these areas closely, and we have repeatedly urged a rural reserve designation for all of Area 9. Our reasons are found in several letters and testimony presented to you, Metro Council and the Core-4, dated October 16, 2009, December 10, 2009 and most recently January 11, 2010. We base our conclusion on the urban and rural land suitability factors, Metro's Guiding Principles for making great communities, and the region's urban land needs recommended in the COO's Urban Growth Report. We examined governance, the relative cost of services—especially transportation and expected maintenance liabilities—the expected effectiveness of transit, and impacts to significant natural landscape features of Forest Park, and the impacts on natural resources, wildlife habitat, and water quality. As you finalize your agreement with Metro, we urge you to give serious consideration to the recommendations of MPAC and the City of Portland and amend the agreement to reflect a rural designation for all of Area 9.

Thank you again for your efforts on behalf of the city, the county, and this region we all love.

Sincerely,

Mayor Sam Adams

Commissioner Amanda Fritz



CITY OF

PORTLAND, OREGON

Sam Adams, Mayor
Nick Fish, Commissioner
Amanda Fritz, Commissioner
Randy Leonard, Commissioner
Dan Saltzman, Commissioner

January 11, 2010

President David Bragdon and Metro Councilors
Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland Oregon 97232-2736

RE: Testimony on Urban and Rural Reserves

Specific Reserve Designations for South NW Hills Area in Multnomah County
Powerline/Germantown Rd./Lower Springville Road (County Map Areas 7a and 7b)
Including Areas known as East Bethany and Bonny Slope East.

Dear President Bragdon and Metro Councilors,

Thank you for allowing me the opportunity to share my position and recommendation on urban and rural reserve designations generally—and on the unincorporated NW Hills area of Multnomah County in particular.

First, on behalf of the Portland City Council, my fellow MPAC colleague Commissioner Amanda Fritz and I want to thank all of you for guiding the metro region to the final stages of an innovative and unprecedented land use planning initiative. This is ground-breaking planning work. If we get it right, our decisions will serve the region well for decades to come. We have been very impressed by your willingness to listen and respect diverse opinions as you deliberate.

The citizens serving on county Reserves Citizens Advisory Committees and staff also all deserve kudos for undertaking this pioneering effort. So many citizens, property owners and stakeholders deserve recognition. And we know each of you, as regionally elected officials, have played vital roles. In particular allow us to commend Multnomah County Commissioner Jeff Cogen for his dedicated work as Multnomah County's representative to the region's CORE-4. We also want to acknowledge Councilor Kathryn Harrington for her steadfast leadership as the Metro Council representative to CORE-4.

We share the values and objectives embodied in the COO's three pillars, and with these in mind, are asking the members of the CORE-4 to accept Portland's recommendations to the Reserves Steering Committee.

First, we should not lose sight that the region's investment strategy will have a huge effect on both the Reserves decision and the decision on the Urban Growth Boundary. We haven't factored in new investments and changes to financing mechanisms—such as additional Urban Renewal Areas along

High Capacity Transit corridors or future streetcar alignments—and the impact those decisions can have on leveraging additional public and private investment that create vibrant and sustainable neighborhoods and business districts. Future public and private investments in freight movement and access to industrial areas will also need to be considered. Portland welcomes the opportunity in the coming months to explore new ideas for infrastructure funding.

Second, in terms of “urban” reserves, we should stay on the conservative side of the 40-50 year planning horizon. This means:

1. We should focus on 40 years;
2. We should focus on the bottom of the middle one-third of the forecast, and,
3. We should commit to revisit the urban and rural reserves every 20 years to recalibrate.

Our region is, for all intents and purposes, a living experiment in smart land-use planning. Following a very cautious approach is what any smart business would do in the face of so many uncertainties. Caution will minimize risks to our agricultural industry, our downtown cores, and our neighborhood communities. Being cautious will also avoid diluting Portland's redevelopment efforts and those of our neighboring cities.

Sometimes it is hard to imagine that the lifestyle of future generations will undoubtedly be very different from the lives we lead today, but how we plan today for our long term future has consequences. Over the next 20 to 40 years, the following trends are likely:

- Higher energy costs
- Carbon taxes or cap and trade regulations
- Only 20 to 25 percent of households will have 2 parents and kids at home.
- An aging population, with advanced health care needs and increased demands on services easily accessibly by walking or taking public transit

Portland is well-positioned to meet the demands that the future is sure to bring. Recent statistics show us that we have proven a strong track record of responding well to the marketplace and its demands over the past several years.

The city and the region's corridors as designated on the 2040 Growth Concept map hold great potential for redevelopment as investments in transit, bike, trails, sidewalks and pedestrian access improvements are made over time. Portland has over 50 miles of mainstreets and over 75 miles of corridors.

The region has selected two new priorities for future HCT extensions along the Powell Corridor and the Barbur/99W Corridor. Both of these present significant redevelopment potential by supporting the market to redevelop key opportunity sites to transit and pedestrian-friendly uses. The Portland Streetcar Framework has identified over 70 miles of near term and long range potential streetcar corridors. The city's track record of strategic transportation investments and incentives has the potential to leverage public and private redevelopment along these corridors. Our nation's leaders have taken notice—and shown a willingness to have Portland serve as a national model by making a commitment to significant funding contributions. When coupled with local and regional investments, the corridors are likely to contribute significantly to the vitality of neighborhoods, business districts, and sustainable communities that Portlanders desire.

Finally, it is essential to the health of the region and Portland's industries and industrial sites to maintain and grow a healthy working harbor. We are committed to cleaning up, over time, our

brownfield sites, and consolidating and assembling adjoining parcels to provide larger sites. Opening up huge tracts of otherwise excellent agricultural land for industry, when we have land with services already in the UGB, doesn't make sense from a regional investment point of view. The vast majority of our jobs are created through the growth of small businesses. We need to nurture and retain those companies while attracting others.

The City of Portland staff in the Bureau of Planning and Sustainability (BPS) staff 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 Susan Anderson, BPS Director and Bob Clay, Supervising Planner, to represent Portland. My planning staff worked very closely with the Multnomah County planning staff and the county 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 with the county, we can say the city is largely in agreement with most all of the recommendations before you. Within Multnomah County, adjacent to Portland's boundary, there is only one area—the NW Hills South Area (County Map 7a and 7b) where we differ from the county staff recommendation. Let me highlight those reasons:

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 East Bethany – County Map 7a and 7b

At this time, and based on city staff evaluation of the reserves suitability criteria, the City of Portland recommends this area be designated rural. We conclude that the suitability criteria support a rural designation over either an urban or no designation.

The City of Portland recommendation for this area is the same as the recommendation by the Multnomah County Citizens Advisory Committee and the County Planning Commission. All the NW Hills area should be designated rural.

We believe a “no designation” is an incorrect interpretation under the law's purpose. A “no designation” is too uncertain and too ambiguous. Without a rural designation it leaves lands threatened by adjacent urbanization—and subject to disinvestment and speculation.

More specifically, a “no designation” does not meet the statutory purpose statement envisioned in SB 1011 and contained in Administrative Rule (OAR 660-027-0005). The statute and rule call for either protecting lands, for their farm, forest, natural systems or natural landscape features value, or designating them as future urban to meet future urban land needs. The City of Portland believes this means that where lands meet the rural reserve criteria—and these areas do—and where these outweigh the urban criteria, then there is an affirmative obligation to designate those lands as rural. Only a rural designation can “limit urbanization” and “define the natural boundaries of urbanization.” 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 together to achieve this end and leaves as an open

question a decision that is called for by the statutory purpose and rule. 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 westerly from Forest Park are without a doubt one of this region's premier regional natural landscapes features. The western hillside flanks of Forest Park include vegetated riparian streams, wildlife habitat, and corridors for ecological and scenic connectivity. These are regionally significant features in themselves. The northwesterly stair-step county line purposely follows the toe of the Forest Park hillside portion of the Tualatin Mountains. When taken together with the County line, and coupled with the same boundary as a major power line easement, it divides the North Bethany concept plan area and Lower Springville Road/East Bethany properties in ways that both "limit urbanization" and "define natural boundaries of urbanization." Both an Oregon Court of Appeals ruling (Case A122246 and A122444; 9/08/05) and a Metro Ordinance (No. 02-987A, page 9; 12/12/02) reached similar conclusions based on findings of fact concerning the North Bethany expansion area eastern boundary.

The county line in this location also meets the Metro Council's *Guiding Principles for Urban and Rural Reserves Analysis and Designation* adopted March 29, 2009 as Resolution No. 09-4101, Exhibit A. Principle # 5 states, "Natural and made-made features will help establish hard edges." The stair-step county line and the power line are man-made, and the broader regionally significant natural landscape features constitute logical or intuitive edges to urbanization in the long term. There is no other better long term, permanent and "hard-edge" boundary in the area. When reserve analysts consider the multiple factors taken together that make great communities, we believe the obvious conclusion is a rural designation.

During the course of the reserves process, city service providers met to consider the reserve factors and 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:** There is a very difficult and long-standing challenge of governance in this area, which remains unresolved. Multnomah County has not provided or coordinated urban services for development for more than 25 years, since the passage of Resolution A in 1983. No municipal government has made an affirmative commitment to serve. Metro's own study in 2006, titled *Great Communities*, used the NW Hills as a test area. That study found the same governance circumstances lacking and the natural landscape features and environmental attributes compelling conditions that would limit urban productivity. Rural roads to Portland from this location are steep, narrow and unsafe for urban commute volumes and are too expensive and impractical to improve. This area raises all the same cost and service delivery issues as have been found virtually impossible to resolve in Bonny Slope West (Area 93).

Let's not condemn a few small patches of low suitability landscape east of the county line to the same ambiguous fate by leaving this land undesignated. These relatively small areas are part of the broader mosaic of a regionally significant natural landscape features extending from Forest Park.

b. **Suitability:** Setting aside governance, and even if Portland or other provider(s) could serve a small portion 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 and attributes, 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 Powerline 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 legacy of Forest Park and over time, acquiring key parcels through the Metro Greenspaces program and city contributions. 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.

b. **Unknown urban service liability and maintenance obligations:** The city is also concerned about 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 for example. Residential development that straddles Lower Springville Road would almost certainly require major off-site road improvements. Development in this area will 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 handles additional volumes of urban commute traffic. Portland has an extensive and growing backlog of infrastructure needs and maintenance - and an obligation to residents in existing centers, corridors and employment areas.

c. **Impacts from traffic and development on Forest Park:** Our Parks Bureau 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.

d. **Meeting Regional Housing Needs:** There can be no mistaking that 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 some of the region's most cost-burdened households. Portland is an unfinished city. Through infill and redevelopment 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 a sustainable development pattern, largely served by transit.

Staff analysis finds that the city has significant zoned and planned development capacity in its many centers and corridors to accommodate change that is accompanied by a focused investment strategy. Current zoning has capacity for an additional 140,000 households today - without a single parcel re-zoned. The Portland Plan, the city's Comprehensive Plan update, will test and further refine how the city changes overtime. The Portland Plan update has generally not focused on the having to meet the regions, or its own, urban land needs in any unincorporated areas of the NW Hills. Portland has enormous capacity and a redevelopment track record over the past 30 years. Together with the capacity in Gresham and other cities in Multnomah County, we believe the county's city's are doing more than their part to meet regional growth obligations over the next 40-50 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 if Metro finds additional land is needed. 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.

e. 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 reasons.

f. Portland has committed investment priorities elsewhere: As mentioned, Portland has extensive aspirations and infrastructure investment needs in its centers, corridors and employment areas—where it will accommodate a large growing number of households and jobs—and more benefits to more people in the future.

Should any properties east of North Bethany area become either "urban" or "undesigned," 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 the City of Portland and several subcontractor consultants to prepare a Concept Plan for Bonny Slope West. The purpose was to fulfill a UGB expansion decision made by Metro in 2002.

After a very collaborative process between county and city staff and consultants, 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."

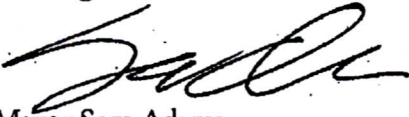
In closing, let us remind you that making investments in our many existing centers, corridors and employment areas will be far more cost-effective than trying to pay for services and build new roads in relatively small, lower density residential enclaves; enclaves that are located in a difficult

geography, amid resource values and significant natural landscape features. Portland can deliver far more benefit for its citizens and citizens of the future, if we focus on producing more housing and employment opportunities that create sustainable neighborhoods and business districts within our region's already urbanized borders.

Commissioner Fritz and I look forward to seeing this important milestone become successful. Its success will help cement our long-standing regional partnership and continue our legacy as a national leader in planning innovation.

We appreciate the opportunity for public comment and applaud your leadership and the wisdom and foresight of this process. The legacy we have inherited from those who preceded us is our region's greatest asset. Building on that asset to plan for our region's green future is the legacy we leave for the generations to follow.

Best regards,



Mayor Sam Adams



Commissioner Amanda Fritz
City of Portland

Cc

Portland City Council
Susan Anderson, BPS, City of Portland
Joe Zehnder, Chief Planner, City of Portland
Portland Planning and Development Directors



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 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 major power line easement, it divides the North Bethany concept plan area and the properties of the proposed East Bethany area in a way that both “limit urbanization” 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: There is a very difficult and long-standing challenge of governance in this area which remains unresolved with respect to further urbanization. Rural roads that are steep, narrow and unsafe for urban commute volumes and that lead to Portland are very problematic. This area raises all the same issues as have been found difficult to resolve in Bonny Slope West.

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 and attributes, 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 legacy of Forest Park and acquiring key parcels through the Metro Greenspaces program and together with city contributions can likely do so, without relying on an unverifiable concept that nearby development will generate enough revenue to contribute to additional land purchases.

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 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 some of the region's most cost-burdened households. Portland expects to continue to accommodate a large share of the region's growth in a sustainable development pattern, largely served by transit. 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 generally not focused on the having to meet the region's, or its own, urban land needs in any unincorporated areas of the NW Hills. Because of the extensive redevelopment in Portland over the past 30 years, and the enormous potential for additional growth and development in Portland and in other cities in Multnomah County, we believe the counties cities are doing more than their 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

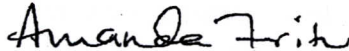
Multnomah County retained Portland and several subcontractor consultants to prepare a Concept Plan for Bonny Slope West to fulfill a UGB expansion decision made by Metro in 2002. After a very collaborative process with your staff, Portland has concluded it is not cost-effective for the city to provide 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



OFFICE OF MAYOR SAM ADAMS
CITY OF PORTLAND

Oct. 16, 2009

CORE – 4 Members
Attention: John Williams, Metro Staff
METRO
Planning and Development
600 NE Grand Avenue
Portland, OR 97232

RE: Urban and Rural Reserves Comments

Dear CORE – 4 Members:
Kathryn Harrington, Metro Councilor
Jeff Cogen, Multnomah County Commissioner
Tom Brian, Chair, Washington County Commission
Charlotte Lehan, Clackamas County Commissioner

Thank you for your leadership and public service to the Reserves Steering Committee over the past year. I have been impressed by your hard work and commitment to lead an unprecedented process to guide the region's future over the next 40-50 years. I have been equally impressed by your willingness to listen and respect diverse opinions as you deliberate.

Portland is poised to be the center of America's sustainable economy in the twenty-first century. The City's future leadership is built on a long tradition of excellence in planning and a heritage of conservation and stewardship of our natural environment. The bold decisions made decades ago – to create an urban growth boundary, to invest in light rail rather than additional highways, to acquire our green spaces as a region rather than piecemeal – have given this region a head start over other cities and regions across the country. It is in this context, looking to the next century, that we must approach the designation, location and size of urban and rural reserves. In so doing we must also take into account the importance of the urban growth boundary, the regional transportation plan, and the upcoming work on new ideas for a regional investment strategy.

The decisions we make in the coming months will, in very real ways, shape the community we all share for generations to come. The future of Portland's economy, environment and community all depend upon and leverage our authentic and unique sense of place.

I respect the wisdom and foresight of this process. Even the fact that we are having these long-term planning discussions now puts us in the forefront of American land-use and community planning. It is with this respect for the process that I advocate my city's position on reserves, built on the Metro Chief Operating Officer's three pillars:

1. MAKE THE MOST OF WHAT WE HAVE – We must first invest to maintain and improve our existing communities. This means adopting an integrated regional investment strategy focused on centers, corridors and employment areas. It also means getting the most out of the transportation system we already have by repairing and maintaining our existing systems, employing market incentives and pricing strategies, and investing in smart technology solutions.

We have not found a way to effectively fund infrastructure on new land as we struggle with widening gaps inside the existing Urban Growth Boundary. Portland has embraced the Region 2040 Plan and we work hard to direct our scarce infrastructure funds to our centers and corridors that are part of the 2040 Plan.

- Portland will need to invest \$136 million per year over the next 10 years to keep its infrastructure in good repair (that's 25 to 40% more than is currently spent)
- If current rates of investment continue, the City will likely invest another \$17 billion on infrastructure between 2010 and 2030, only slightly less than the current value of our entire infrastructure system (\$22 billion).

2. PROTECT OUR URBAN GROWTH BOUNDARY – To the *maximum extent possible*, ensure that growth is accommodated within the existing boundary. As The COO aptly points out, the region has only used 5 percent of the 28,000 acres added to the UGB in the past decade or more. And experience has shown us that, once land has been designated as “urban,” it is highly unlikely that designation will be undone.

Portland's recently adopted Five-Year Economic Development Strategy sets a new direction with initiatives relevant to the issue of land-use planning. Those initiatives include protecting Regionally Significant Industrial (RSIA) land, assembling large employment sites, and redeveloping brownfield sites. All these initiatives contribute to containing growth within the existing boundary while creating a healthy economic environment.

Though Portland is the largest city in the state, Portlanders have a deep appreciation not only for the city they live in but also for surrounding forest and farm land that encircle the region. Designating future urban reserves forty to fifty years in advance carries risks to these precious resources and to the city's redevelopment efforts.

3. WALK OUR TALK – Be accountable for our actions and responsible with the public's money. We must ensure that public investments are consistent with the public's values and priorities. And, to hold ourselves accountable to the public on those investments, we must develop and adopt performance targets based on the region's six desired outcomes.

As Portland and Multnomah County move forward with our ambitious but essential Climate Action Plan, we will be asking residents in our communities to take even greater steps to reduce their emissions and live a more sustainable lifestyle. As we ask our citizens to take personal responsibility for their footprints, we as regional leaders must make sure our policies align accordingly.

We share the values and objectives embodied in the COO's three pillars, and with these in mind, I ask the members of the CORE 4 to accept Portland's recommendations to the Reserves Steering Committee.

First, as we move forward to finalize our work, we should not lose sight that the region's investment strategy will have a huge effect on both the Reserves decision and the decision on the Urban Growth Boundary. We haven't factored in new investments and changes to financing mechanisms, such as additional Urban Renewal Areas along High Capacity Transit corridors or future streetcar alignments – and the impact that can have on leveraging additional public and private investment that create vibrant and sustainable neighborhoods and business districts. Future public and private investments in freight movement and access to industrial areas will also need to be considered. Portland welcomes the opportunity in the coming months to explore new ideas for infrastructure funding.

Second, in terms of “urban” reserves, we should stay on the conservative side of the 40-50 year planning horizon. This means:

1. We should focus on 40 years;
2. We should focus on the bottom of the middle one-third of the forecast, and,
3. We should commit to revisit the urban and rural reserves every 20 years to recalibrate.

The city has participated in the Multnomah County Reserves process throughout. My staff in the planning, development and service bureaus has studied carefully the county and COO recommendations for the unincorporated areas of Multnomah County in the Northwest Hills near Forest Park. As I have outlined, the city has many other priorities to plan and invest in our existing centers, corridors and employment areas. Making public investments in these existing areas will be far more cost-effective than trying to pay for services and govern relatively small residential enclaves in a difficult geography amid other resource values and natural features. Portland can deliver far more benefit for its citizens and the region if we focus on producing more housing and employment opportunities that create sustainable neighborhoods and business districts within our borders.

Our region is, for all intents and purposes, a living experiment in smart land-use planning. Following a very cautious approach is what any smart business would do in the face of so many uncertainties. Being cautious will minimize risks to our agricultural industry, our downtown cores, and our neighborhood communities. Being cautious will also avoid diluting Portland's redevelopment efforts and those of our neighboring cities.

Sometimes it is hard to imagine that the lifestyle of future generations will undoubtedly be very different from the lives we lead today, but how we plan today for tomorrow's long term future has consequences. Over the next 20 to 40 years, the following trends are likely:

- Higher energy costs
- Carbon taxes or cap and trade regulations
- Only 20% to 25% of households will have 2 parents and kids at home
- An aging population
 - with advanced health care extending life expectancies to beyond 90 or 100.
 - with demands for services that are easily accessible by public transit, or within walking distance.

Portland is well-positioned to meet the demands that the future is sure to bring. Recent statistics show us that we have proven a strong track record of responding well to the marketplace and its demands over the past several years.

Last year, about 50 percent of all housing starts were in the City of Portland. This is a much higher trend than expected and a trend that goes back 15 years. Trends have changed since the 1970's, 80's and 90's, a period that saw huge growth in Washington and Clackamas counties. Since the mid-1990's, Portland has

captured more than 35 percent of all regional housing starts. About two-thirds of this housing is built in the city's designated centers, mainstreets, light rail station communities and corridors. In the past 20 years we have grown by almost 50 percent from about 400,000 to nearly 600,000. Our investments in centers, mainstreets and station communities have paid off. And we have significant additional capacity, able to accommodate 140,000 households without up-zoning a single parcel.

The city and the region's corridors as designated on the 2040 Growth Concept map hold great potential for redevelopment as investments in transit, bike, trails, sidewalks and pedestrian access improvements are made over time. Portland has over 50 miles of mainstreets and over 75 miles of corridors.

The region has selected two new priorities for future HCT extensions along the Powell Corridor and the Barbur/99W Corridor. Both of these present significant redevelopment potential by supporting the market to redevelop key opportunity sites to transit and pedestrian-friendly uses.

The Portland Streetcar Framework has identified over 70 miles or near term and potential future streetcar corridors. The city's track record of strategic transportation investments and incentives has the potential to leverage public and private redevelopment along these corridors. Our nation's leaders have taken notice and shown a willingness to have Portland continue to serve as a national model by making a commitment to significant funding contributions. When coupled with local and regional investments, the corridors are likely to contribute significantly to the vitality of neighborhoods, business districts, and sustainable communities that Portlanders desire.

Finally, it is essential to the health of the region and Portland's industries and industrial sites to maintain and grow a healthy working harbor. We are committed to cleaning up, over time, our brownfield sites – and consolidating and assembling adjoining parcels to provide larger sites. Opening up huge tracts of otherwise excellent agricultural land for industry, when we have land with services already in the UGB – doesn't make sense from a regional investment point of view. The vast majority of our jobs are created through the growth of small businesses. We need to nurture and retain those companies while attracting others.

I appreciate the opportunity for public comment and applaud your leadership and the wisdom and foresight of this process. The legacy we have inherited from those who preceded us is our region's greatest asset. Building on that asset to plan for our region's green future is the legacy we leave for the generations to follow.

Sincerely,



Sam Adams
Mayor, City of Portland

#2

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: IGA

AGENDA NUMBER OR TOPIC: R-11

FOR: _____ AGAINST: ✓ THE ABOVE AGENDA ITEM

NAME: Jerry Grossnickle

ADDRESS: 13510 NW Old Germantown Rd

CITY/STATE/ZIP: Portland OR 97231

PHONE: _____ DAYS: 503-289-3046 EVES: 503-289-3046

EMAIL: jerry.gbw@aol.com FAX: 503-283-1479

SPECIFIC ISSUE: Intergovernmental Agreement on Reserves

may need amending to apply "concept plan" requirements to undesignated land.

WRITTEN TESTIMONY:

(attached)

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

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

February 25, 2010

Chair Ted Wheeler
Commissioners Deborah Kafoury, Jeff Cogen, Judy Shiprack, Diane McKeel

Rather than spend time explaining why I think leaving Area 9b "undesigned" is a not a good idea, a compromise that does not advance sound public policy goals and is contrary to the purposes of SB 1011, (See Dan Kearn's letter on behalf of Forest Park Neighborhood Association dated January 27, 2010, which I submitted to the Board at its January 28 meeting) I would like to mention a specific problem with the IGA relating to undesigned land.

Paragraph 7 (page 2) of the Agreement requires that a "concept plan" be developed before a portion of Urban Reserves is brought into the UGB. The idea is that UGB expansions will incorporate the principles of "Great Communities" as set forth in the Urban Growth Management Functional Plan.

But there is no such requirement for "undesigned" lands brought into the UGB. I think the IGA should be amended to be clear that concept planning applies to all UGB expansion areas.

Why should I be concerned about "undesigned" lands when we know they won't be brought into the UGB until urban reserves are used up, presumably many years in the future? This is another area of the Agreement that needs to be addressed. There is nothing in the IGA that discusses when "undesigned" lands can be brought in. There is only the priority statute itself (ORS 197.298). And we know how the priority statutes have been manipulated in the past.

The first priority is urban reserve lands. The second priority (exception lands) can be brought in when the reserves are found to be inadequate.

In the 2002 UGB expansion Metro finessed the priority statute by dividing up the region into discreet areas and arguing that there were insufficient lower priority lands in

northeast Washington County, and that therefore, the expansion could take in the North Bethany farm lands, which statutorily had the highest available protection against UGB expansions! Unfortunately, the Oregon Court of Appeals agreed with this line of thinking.

So I would suggest that the IGA address with some specificity when "undesignated" lands are subject to UGB expansions.

Thank you.

Jerry Grossnickle

#7

MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: Reserves

AGENDA NUMBER OR TOPIC: R-11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Mollie Nelson

ADDRESS: 13512 NW Springville Ln

CITY/STATE/ZIP: Portland OR 97229

PHONE: DAYS: 503 297 1534 EVES: _____

EMAIL: mollie.nelson@comcast.net FAX: _____

SPECIFIC ISSUE: _____

I Support including 9B in Rural Reserve designation

WRITTEN TESTIMONY: _____

attached

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

February 25, 2010

Chair Ted Wheeler and Commissioners
501 SE Hawthorne Boulevard
Portland, Oregon 97214

Topic: Urban and Reserves – Designating 9B as a Rural Reserve

Dear Chair Wheeler and Commissioners,

I must tell you how pleased I am that the process for public input has been so accessible to those citizens who are concerned about this issue of protecting rural lands and I also want to thank you for your recommendation that much of the West Hills of Portland be included in the Rural Reserves.

It is, however, deeply disappointing that you have not included Area 9B as a Rural Reserve. I would be interested to hear the rationale behind leaving 9B undesignated as many facts have been presented to you over the past months, showing that it is worthy of the RR designation. Additionally, because of its close proximity to the current UGB and Washington County line, **Area 9B is clearly IN NEED of the protection that a Rural Reserve designation offers.**

The following items concern me:

- If Multnomah County doesn't recommend RR here that Metro will decide its fate, thus risking the loss of our local farms and food sources, elk, bobcat, and owl habitat, Oregon White Oaks and native wild Camas lilies, close-in rural bicycling routes and hiking trails valued by many urban dwellers;
- Leaving small areas undesignated makes them targets for non-rural uses. There is no precedent to show us how these undesignated lands will be used once we have created Rural and Urban Reserves, but clearly they will be less attractive to future farmers, habitat protection, and habitat restoration than land in Rural Reserves and once the rural lands are gone, they're gone. There is no getting back precious wildlife habitat and local farms and natural landscape features for future generations to enjoy.
- And the greatest loss will be the loss of potential farming in this area. Farming is not a high-margin business. The farmers who are currently farming will **lose** because there is no certainty that the investments they need to make in equipment, infrastructure, and expansion will provide a return before their property gets overtaken by encroaching urban sprawl. The region will **lose** because property owners who want to develop will have little incentive to farm or to lease their valuable farmland under the long-term leases that serious farmers need. Currently, there are two large, profitable farms in Area 9B that demonstrate it can be profitable to farm this land with the right business model. Additionally there are local organizations working to match landowners with future farmers and to preserve and protect Oregon's independent family farms

and farmlands. It is *Friends of Family Farmers'* Mission to "... promote sensible policies, programs, and regulations that protect and expand the ability of Oregon's family farmers to run a successful land-based enterprise while providing safe and nutritious food for all Oregonians. Through education, advocacy, and community organizing, Friends of Family Farmers supports socially and environmentally responsible family-scale agriculture and citizens working to shape healthy rural communities." So, this valued community asset is lost when our close-in rural lands are left undesignated.

All in all, **Area 9B NEEDS protection** or its many positive rural attributes will simply disappear into the urban landscape. **Please reconsider including Area 9B in your recommendation that ALL of the WEST HILLS be designated as Rural Reserve.**

Thank you.



Mollie Nelson
13512 NW Springville Lane
Portland, OR 97229

#1

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

*****This form is a public record*****

MEETING DATE: 2/25/10

SUBJECT: Urban/Rural Reserves

AGENDA NUMBER OR TOPIC: R-11

FOR: ✓ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Ron Papsdorf, Gov. Rel. Manager, City of Gresham

ADDRESS: 1333 NW Eastman Pkwy.

CITY/STATE/ZIP: Gresham, OR 97030

PHONE: _____ DAYS: 503-618-2806 EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: Urban Reserve designation east of Gresham

WRITTEN TESTIMONY: N/A

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#8

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

*****This form is a public record*****

MEETING DATE: 2/25/10

SUBJECT: Final Decision - Rural/urban Review
process

AGENDA NUMBER OR TOPIC: R-11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Kirk Andrews

ADDRESS: 13410 NW Springfield

CITY/STATE/ZIP: Portland

PHONE: _____ DAYS: 503-956-9170 EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#9

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE:

2/25/10

SUBJECT:

Urban vs Rural Reserves

AGENDA NUMBER OR TOPIC:

R-11

Public Comment - Please make Area 9B as

Rural
Reserve

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME:

Kevin O'Donnell

ADDRESS:

5981 NW 142nd TER

CITY/STATE/ZIP:

Portland OR 97229

PHONE:

DAYS: 503-512-0246

EVES: _____

EMAIL:

1kevinodonnell@gmail.com

FAX: _____

SPECIFIC ISSUE:

All of Area 9, including the lower

Springville Road 'L', should be Rural Reserve

WRITTEN TESTIMONY:

Thank you for pushing most of Area 9 as

Rural
Reserve

- Area 9B should be designated as Rural Reserve, too

- meets Rural Reserve criteria. Protect the Portland 'mountain'.

- poorly meets Urban Reserve. Stop more unincorporated growth.

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2/25/10

SUBJECT: CORE 4 urban reserves 16A

AGENDA NUMBER OR TOPIC: R-11

FOR: _____ AGAINST: X THE ABOVE AGENDA ITEM

NAME: JOHN ORLANDO

ADDRESS: 12735 NW Skyline Blvd

CITY/STATE/ZIP: Portland OR 97231

PHONE: _____ DAYS: 503-789-7879 EVES: _____

EMAIL: jorlando@easystreet.net FAX: _____

SPECIFIC ISSUE: Bonnie Slope East should be designated
urban reserves

WRITTEN TESTIMONY: Verbal Only

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#11

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

*****This form is a public record*****

MEETING DATE: 02/25/2010

SUBJECT: Reserves

AGENDA NUMBER OR TOPIC: R-11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Susan Andrews

ADDRESS: 13410 NW Springville Rd.

CITY/STATE/ZIP: Portland, OR 97229

PHONE: DAYS: 503 2926034 EVES: _____

EMAIL: sgoldfield@aol.com FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#12

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2/25/2010

SUBJECT: URBANGROWTH

AGENDA NUMBER OR TOPIC: R-11

FOR: _____ AGAINST: Y THE ABOVE AGENDA ITEM

NAME: Dale Burger

ADDRESS: 7548 N Chautauque Blvd

CITY/STATE/ZIP: Portland OR 97217

PHONE: _____ DAYS: _____ EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: Lack of Information Supplied.

WRITTEN TESTIMONY: as a CAC Member of Mult Co
we were not supplied with sufficient Info
to make a good decision

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#13 Spoke For Peter Fry

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: Global Resources

AGENDA NUMBER OR TOPIC: R-11

FOR: ✓ AGAINST: THE ABOVE AGENDA ITEM With

NAME: reserve on Area 9
Sam Hanger

ADDRESS: 27448 NW St. Helens Rd Slip #344

CITY/STATE/ZIP: Seaside, OR 97136

PHONE: DAYS: 503-543-6223 EVES: 503-789-5873

EMAIL: gartham@botupil.com FAX: Sam

SPECIFIC ISSUE: Rural Reserve Designation

on Area 9 between Hwy 30, Mult. Channel
& North Mult. County Line

WRITTEN TESTIMONY:

A Hand Out will be given

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#13 DID NOT SPEAK

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: Urban & Rural Reserves

AGENDA NUMBER OR TOPIC: R-11

FOR: ☒ AGAINST: ☐ THE ABOVE AGENDA ITEM with

NAME: Comments
Peter Fry

ADDRESS: 2153 SW Main St.

CITY/STATE/ZIP: Portland, OR 97205

PHONE: DAYS: 503-274-2244 EVES: 503-703-8033

EMAIL: p.fry@claydad.com FAX: 503-274-1415

SPECIFIC ISSUE: Urban/Rural Reserve Program.

Question Rural Designation for Over 9
located between Hwy 30, Multnomah County and No
WRITTEN TESTIMONY: Mult County Line.

Hand Out will be given

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#14

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: Urban + Rural Reserves

AGENDA NUMBER OR TOPIC: R11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Carol Chesarek

ADDRESS: 13300 NW Germantown Road

CITY/STATE/ZIP: Portland, OR 97231

PHONE: _____ DAYS: _____ EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: Thank you for recommending Rural Reserves for most of the West Hills, Sandy River Gorge, and West of Sandy. Please change the recommendation for 9B from undesignated to Rural Reserve^{for Natural Features} as well. The local elk, Western Bluebirds, cougar, and black bear will thank you too.

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#15

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 02/25/10

SUBJECT: Urban-Reserve

AGENDA NUMBER OR TOPIC: R11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Leslie Hildula

ADDRESS: 7915 NW Skyline Blvd

CITY/STATE/ZIP: Portland, OR 97229

PHONE: _____ DAYS: 503-283-8624 EVES: _____

EMAIL: hildula@gmail.com FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: I support putting all of
Area 9 - including 9b - in the
General Reserve.
Thank you

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#16

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: Urban issues ruling

AGENDA NUMBER OR TOPIC: 1 R-11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Bob Zahler

ADDRESS: 13937 NW Springville Rd

CITY/STATE/ZIP: Portland OR 97229

PHONE: _____ DAYS: _____ EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#17

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2/25/10

SUBJECT: ADOPTION ON URBAN & RURAL RESERVES

AGENDA NUMBER OR TOPIC: R-11

FOR: ? AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: BOB BURNHAM

ADDRESS: P.O. Box 2047

CITY/STATE/ZIP: LAKES OSWEGO / TRIPSON AT 1449 NW
SPRINGVILLE ROAD.

PHONE: _____ DAYS: _____ EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: IN FAVOR OF ~~INCLUSION~~ INCLUSION
OF THE "L" INTO THE URBAN BOUNDARY AREA 7

WRITTEN TESTIMONY: PROVIDED TOO MANY TIMES -
AREA NORTH & SOUTH OF SPRINGVILLE ROAD
EAST OF NORTH BETHANY.

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#18

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: Clackam River

AGENDA NUMBER OR TOPIC: _____

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Greg Malinowski

ADDRESS: 13450 NW Springville Ln

CITY/STATE/ZIP: Port OR 97229

PHONE: _____

DAYS: 503-297-9398

EVES: _____

EMAIL: gregory.malinowski@gmail.com

FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#19

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-10

SUBJECT: Urban & Rural Reserves

AGENDA NUMBER OR TOPIC: _____

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Laura Masterson

ADDRESS: 6632 SE 47th Ave

CITY/STATE/ZIP: Portland OR 97206

PHONE: DAYS: 857-977 971-645-3293 EVES: _____

EMAIL: Laura@47thAveFarm.com FAX: _____

SPECIFIC ISSUE: Farmer, CAC member

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#20

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2/25/10

SUBJECT: Urban/Rural Reserve

AGENDA NUMBER OR TOPIC: _____

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Chris Foster

ADDRESS: 15400 NW McNamara Rd

CITY/STATE/ZIP: Portland 97231

PHONE: _____

DAYS: _____

EVENINGS: _____

EMAIL: _____

FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: No

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

21

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 02-25-10

SUBJECT: RESERVE IGA

AGENDA NUMBER OR TOPIC: RESERVE IGA

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: JIM IRVINE

ADDRESS: 3140 SE HAWTHORNE BLVD

CITY/STATE/ZIP: PORTLAND

PHONE: _____ DAYS: 503-481-4925 EVES: 503-658-6956

EMAIL: jim@Coxifaagroup.com FAX: _____

SPECIFIC ISSUE: Support urban designation for 9B

WRITTEN TESTIMONY: site 9B conforms to sustainability
as that service can be provided Wash Co and
the site is within the 20 min walk requirement
for sustainability goals. This site can be developed
there leveraging the public investment planned for N. Bethany

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

Dear Councilors,

I write to urge you to consider authorizing a broader rural reserves that are currently slated for approval. In particular I am concerned about section 9B that contains Malinowski Farm. I buy my pastured beef from Greg and consider local organic food, including pastured beef, a very important aspect of our life here in the Portland Metro area.

I would like to say that I appreciate the urban growth boundary concept, and I especially appreciate this urban/rural reserves process. It is a difficult process, and Oregon is to be commended for seeking out these blueprints for development. I understand the need to have new places to live and places for businesses to set up in the future.

However, I'd like to say that my idea of the most sustainable (in the literal sense of the word – what will work for the long-term) is a village model of development; that is, small urban areas surrounded by rural areas that will support the village – within biking distance (not dependent on fossil fuels for access). That would mean access to nature and trails, as well as food. I believe that changing city codes to allow for small-scale agriculture and animal husbandry in the “village” is also an important component of this model. For example, I have tried to get Beaverton to allow backyard chickens, which, so far does not seem to be happening. I appreciate that Multnomah County already does allow city chickens.

I believe that your vote on the reserves project puts you in a position to help us retain more of a village model of expansion as opposed to the vision of a highly urban core surrounded by traditional suburbs. Yes, our “villages” may be large and dense compared to the traditional village; they may necessarily be more densely developed than today's suburb to allow for more surrounding rural areas -- but in terms of distance, to have the ability to bike to the rural areas and to get your food at the source is the ideal. To change what is already developed is difficult (but not impossible!), however; at this juncture you have the opportunity to begin to aim for this type of integrated development, and I encourage you to do so.

I urge you to consider allowing even more land for agriculture than has been indicated – in particular section 9B on the map.

Sincerely,

Julia O. Sathler

6970 SW Oakwood Dr.

Beaverton, OR 97008

503.520.8756 home

503.961.5829 cell

juliasathler@comcast.net

ALL IN FAVOR, VOTE AYE, OPPOSED ____?

THE MOTION FAILS

OR

THE PROCLAMATION IS ADOPTED

DEPARTMENT OF COMMUNITY JUSTICE – 9:45 AM

- R-2 NOTICE OF INTENT to Apply for the Office of Violence Against Women (OVW), Safe Havens: Supervised Visitation and Safe Exchange Grant Program

**COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
APPROVAL OF R-2**

**COMMUNITY JUSTICE DIVISION FAMILY COURT
SERVICES PROGRAM MANAGER JANICE ASHE
EXPLANATION, RESPONSE TO QUESTIONS**

OPPORTUNITY FOR PUBLIC TESTIMONY

OPPORTUNITY FOR BOARD COMMENTS

ALL IN FAVOR, VOTE AYE, OPPOSED ____?

THE MOTION FAILS

OR

THE NOTICE OF INTENT IS APPROVED

- R-3 NOTICE OF INTENT to Apply for the Second Chance Act Adult Offender Reentry Demonstration Project Grant

**AT THE REQUEST OF THE DEPARTMENT, MAY I
HAVE A MOTION TO POSTPONE THIS NOTICE
OF INTENT INDEFINITELY?**

**COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
TO POSTPONE INDEFINITELY NOTICE OF
INTENT R-3**

ALL IN FAVOR, VOTE AYE, OPPOSED ____?

**CIP ADMIN PROGRAM MANAGER JOHN
LINDENTHAL EXPLANATION, RESPONSE TO
QUESTIONS**

OPPORTUNITY FOR PUBLIC TESTIMONY

OPPORTUNITY FOR BOARD COMMENTS

**ALL IN FAVOR, VOTE AYE, OPPOSED ____?
THE MOTION FAILS**

OR

THE BUDGET MODIFICATION IS APPROVED

R-8 PROCLAMATION Proclaiming March 2010 as Purchasing Month in Multnomah County, Oregon

R-9 Central Procurement and Contract Administration Annual Report. Presented by Mindy Harris, Brian Smith and Sophia Cavalli. 30 MINUTES REQUESTED.

**MAY I HAVE A MOTION TO RESCHEDULE R-8
AND R-9 TO THURSDAY, MARCH 4, 2010?**

**COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
TO RESCHEDULE R-8 AND R-9 TO THURSDAY,
MARCH 4, 2010**

ALL IN FAVOR, VOTE AYE, OPPOSED ____?

THE MOTION FAILS

OR

**R-8 AND R-9 ARE RESCHEDULED TO
THURSDAY, MARCH 4, 2010**

NON-DEPARTMENTAL - 10:05 AM

R-10 First Reading of a Proposed ORDINANCE Relating to County Organization; Concerning the Organization and Functions of the Office of Government Relations

**COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
APPROVAL OF THE FIRST READING**

- C-4 NOTICE OF INTENT to Apply for Grants from Multiple Private Organizations to Fund the 2010 Multnomah County Animal Services' "Masters in Behavior" Conference

DEPARTMENT OF COUNTY HUMAN SERVICES

- C-5 ORDER Authorizing Designees of the Mental Health Program Director to Direct a Peace Officer to Take an Allegedly Mentally Ill Person into Custody

REGULAR AGENDA

PUBLIC COMMENT - 9:30 AM

Opportunity for Public Comment on non-agenda matters. Testimony limited to three minutes per person unless otherwise designated by the presiding officer. This is a time for the Board to hear public testimony, not for Board deliberation. Fill out a yellow speaker form available at the back of the Boardroom and give it to the Board Clerk. Unless otherwise recognized by the presiding officer, testimony is taken in the order the forms are submitted.

CLERK WILL LET YOU KNOW IF THERE ARE FOLKS SIGNED UP.

Paul Phillips

NON-DEPARTMENTAL - 9:30 AM

- R-1 PROCLAMATION Supporting Delta Sigma Theta's Efforts to Increase Participation of African Americans in the 2010 Census and Proclaiming Saturday, February 27, 2010 DELTA SIGMA THETA CENSUS AWARENESS DAY, in Multnomah County, Oregon

**COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
APPROVAL OF R-1**

**COMMISSIONER DEBORAH KAFOURY
SUBMISSION. MIRIAM GILMORE, CHAPTER
PRESIDENT, PORTLAND ALUMNAE CHAPTER
OF DELTA SIGMA THETA EXPLANATION, READ
PROCLAMATION, RESPONSE TO QUESTIONS**

OPPORTUNITY FOR PUBLIC TESTIMONY

OPPORTUNITY FOR BOARD COMMENTS

Thursday, February 25, 2010 - **9:30 AM**
Multnomah Building, First Floor Commissioners Boardroom 100
501 SE Hawthorne Boulevard, Portland

REGULAR MEETING

*Vice-Chair Diane McKeel convenes the meeting at 9:30 a.m.,
with Commissioners Deborah Kafoury, Jeff Cogen and Judy Shiprack
present, and Chair Ted Wheeler excused.*

CONSENT CALENDAR - 9:30 AM

**MAY I HAVE A MOTION ON THE CONSENT
CALENDAR?**

**COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
APPROVAL OF THE CONSENT CALENDAR**

**ALL IN FAVOR, VOTE AYE, OPPOSED ____?
THE MOTION FAILS**

OR

THE CONSENT CALENDAR IS APPROVED

**ACKNOWLEDGE AND THANK APPOINTEES TO
FOLLOWING COMMITTEES:**

NON-DEPARTMENTAL

- C-1 Appointment of **Cheri Slack (Consumer Member) and Sami Jarrah (Community Member)** to the Multnomah County **COMMUNITY HEALTH COUNCIL**

DEPARTMENT OF COMMUNITY SERVICES

- C-2 Reappointment of **Lis Cooper** to the Multnomah County **BICYCLE PEDESTRIAN CITIZEN ADVISORY COMMITTEE**
- C-3 BUDGET MODIFICATION DCS-05 Reclassifying One Position in the Road Services Program, as Determined by the Class/Comp Unit of Central Human Resources

THE MOTION FAILS
OR
THE NOTICE OF INTENT IS POSTPONED
INDEFINITELY

- R-4 NOTICE OF INTENT to Apply for the Second Chance Act Juvenile Offender Reentry Demonstration Project Grant

COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
APPROVAL OF R-4

**JUVENILE SERVICES DIVISION TREATMENT
AND SPECIALIZED SERVICES PROGRAM
MANAGER THUY VANDERLINDE EXPLANATION,
RESPONSE TO QUESTIONS**

OPPORTUNITY FOR PUBLIC TESTIMONY

OPPORTUNITY FOR BOARD COMMENTS

ALL IN FAVOR, VOTE AYE, OPPOSED ____?

THE MOTION FAILS
OR
THE NOTICE OF INTENT IS APPROVED

DEPARTMENT OF COMMUNITY SERVICES – 9:50 AM

- R-5 ORDER Canceling Multnomah County Land Sale Contract No 15784 for Default in Payments and Performance of Covenants

COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
APPROVAL OF R-5

**COMMUNITY SERVICES, LAND USE
TRANSPORTATION BUDGET AND OPERATIONS
SUPPORT PROGRAM MANAGER JERRY
ELLIOTT AND ASSISTANT COUNTY ATTORNEY
MATT RYAN EXPLANATION, RESPONSE TO
QUESTIONS**

OPPORTUNITY FOR PUBLIC TESTIMONY

OPPORTUNITY FOR BOARD COMMENTS

ALL IN FAVOR, VOTE AYE, OPPOSED ____?
THE MOTION FAILS
OR
THE ORDER IS ADOPTED

DEPARTMENT OF COUNTY MANAGEMENT – 9:55 AM

- R-6 RESOLUTION Approving a Short Term Office Space Agreement with the State of Oregon Department of Human Services for Space at the Department of County Human Services Located at Cherry Blossom Plaza to Allow the Transition of State Personnel to County Personnel

COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
APPROVAL OF R-6

**SENIOR PROPERTY MANAGEMENT SPECIALIST
CARLA BANGERT AND AGING AND DISABILITY
SERVICES SENIOR PROGRAM MANAGER MARY
SHORTALL EXPLANATION, RESPONSE TO
QUESTIONS**

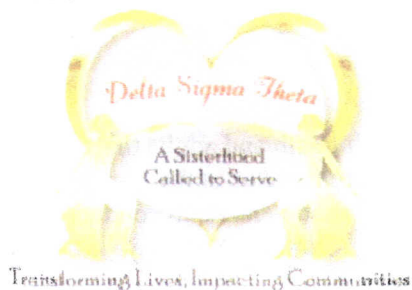
OPPORTUNITY FOR PUBLIC TESTIMONY

OPPORTUNITY FOR BOARD COMMENTS

ALL IN FAVOR, VOTE AYE, OPPOSED ____?
THE MOTION FAILS
OR
THE RESOLUTION IS ADOPTED

- R-7 BUDGET MODIFICATION DCM 10-17 Increasing Allocation by \$1,925,000 in New American Recovery and Reinvestment Act Stimulus Funding Combined with Reallocation of Existing Capital Project Funding to Support two Stimulus Projects: Building Automation Systems and Heat Recovery Systems

COMMISSIONER _____ MOVES
COMMISSIONER _____ SECONDS
APPROVAL OF R-7



DELTA SIGMA THETA SORORITY, INC.

A sisterhood building sustainable communities through public service

PORTLAND ALUMNAE CHAPTER

P.O. BOX 4265

PORTLAND, OR 97208-4265

Portland Alumnae Chapter Delta Sigma Theta Sorority, Inc. June Key Delta Community Center Demonstration Project

The June Key Community Center is a natural expansion of the Portland Alumnae Chapter's community commitment.

History of the Portland Chapter

Founded in 1913 on Howard University's campus in Washington, D.C., Delta Sigma Theta is organization of college-educated women committed to public service. As such, Deltas are women who identify with women's ideas.

Following the national organization's service-based mission, and with a desire to serve the Portland community, ten dedicated women brought the fledgling young organization to Oregon, and the Portland Alumnae Chapter of Delta Sigma Theta Sorority, Inc. was established in March 1945. The chapter's founding occurred in a war-time era, in a state which practiced segregation and discrimination against people of color. These valiant women organized to confront these issues on all levels.

The charter members volunteered at the Negro USO and performed duties that included wrapping bandages to be sent to WWII soldiers, hosting military families, along with providing comfort and aid to those who were fighting to protect the country.

Having lived on the front line of African-American issues, our history as African-American women has evolved simultaneously with the emancipation of slaves and the struggle for civil rights. In Portland, we express our values in building community projects for the public good.

While we are an organization consisting primarily of African-American women, Portland Alumnae Chapter does not discriminate based on race, color, religion, national origin, or age in any of its activities or services.

June Key Community Center

The community center will make best use of the organization's commitment to the greater Portland community by providing an adequate space for its activities and taking the innovative step of using a brown field site to create a sustainable "living building" in an inner-city neighborhood.

The June Key Community Center Demonstration Project will show that a "living building" can grow from the grassroots. Features of the building include: 1) reusing the service station structure, 2) building from steel cargo shipping containers, and 3) large sheets of insulating glass diverted from landfill. Water will be re-used and disposed of on-site within local regulations. High efficiency heating and lighting will be balanced against a solar array to minimize cost and achieve net-zero energy.

The Portland Alumnae Chapter's Programs

The members of Delta Sigma Theta Sorority, Inc. seek to impact the well-being of families and communities at large. These efforts have long been established via a Five Point Programmatic Thrust:

Educational Development

1940-1950's One of the first activities of the new chapter was to provide scholarship opportunities for young men and women. These women worked with the local USO and other "Negro" organizations to secure opportunities in the community by confronting discrimination in education.

1960- 1980's The chapter has worked with the Portland Art Museum on projects associated with youth and adults that highlight African and African American artists. When African and African American artists were featured at the museums, the chapter was invited to host events. Further, the chapter partnered with Portland Public Schools to conduct SAT tutorial programs using Kaplan Tutorial services; wrote curriculum programs and taught for Portland Saturday School. Members participated in The United Negro College Fund fund raisers (Telethon and Walk).

1990-2010 Portland Alumnae Chapter participated in a national Delta education initiative, the **Betty Shabazz Academy**, which emphasized working with girls in middle-school who needed scholastic and life counseling. Chapter members mentored young women from the Portland Nativity School and other inner-city Portland schools. In addition, **Project SEE** (Science and Everyday Experience) is a science institute program that promotes science and math tutoring for middle-school students.

The **GEMS** program (Growing and Empowering Myself Successfully) is an off-shoot of the Betty Shabazz Academy. The program attracts high school and middle school girls, creating activities for them to navigate their lives for success in school and to become successful young women. The Chapter members work with girls from homes where academic and social progress is in great need. The program activities are in Portland's New Columbia Housing Development, attracting young women from North and Northeast Portland (Roosevelt High School area and other schools).

The organization continues to partner with local schools in educational endeavors:

- Portland Public Schools (Jefferson High School, Humboldt Elementary, King Elementary and Ockley Green Middle School);

- Portland Nativity Schools (Catholic Dioceses) Portland Community Cascade Campus

The activities include mentoring, tutoring, educational workshops and promoting Black History (year round); **SMART** (Start Making a Reader Today) reading program; **RIF** (Reading is Fundamental); and an Annual Back to School event which provides students with backpacks filled with new school supplies and helpful information to begin the school year.

Portland Alumnae Chapter has provided annual scholarships to graduating high school seniors from the greater Portland, Vancouver metropolitan area. The organization has given out over 300 scholarships (more than \$300,000) since the scholarship program's modest start in 1945.

Economic Development

1940-1960 Delta members were in the forefront of the civil rights movement striving for economic stability through fair employment, fair housing and an end to racial discrimination. Discrimination in the Portland area was deliberate and well-established in this era. Deltas worked tirelessly to affect or change these conditions. They joined with the majority community in activities to promote racial equity on all levels.

1950s and 1960s Members took part in civil rights activities to open public and private facilities to Negro people. Many restaurants, clubs and business segregated their clients or refused to serve African-Americans. Housing rentals and purchases were denied to Negro people. Delta members were in the forefront of protesting this treatment. During this time, majority-owned hotels opened their facilities to Black people, many for the first time. In the early sixties on behalf of the national Delta organization, then-President Dorothy Height made a personal call to hotelier Conrad Hilton. He assured her that all Hilton Hotel facilities would be made available to Blacks attending regional and national Delta conferences.

1970s and 1980s The organization partnered with majority and minority organizations to widen the door for minority employment and entrepreneurship. The chapter joined with the **Portland Urban League**, **Portland National Association for the Advancement of Colored People (NAACP)**; **Portland State University**; **Portland Chapter National Association of University Women**; and **Portland Community College** to coordinate workshops and seminars on economic development.

1990 - present The organization continues to partner with many civic organizations to put on seminars, workshops and working groups on topics including financial planning; money management; consumer education, investments and employment opportunities, economics of a healthy life style for adults and youth. In accordance with national Delta directives, the Portland Alumnae Chapter has also presented the following programs: **Financial Fortitude: Smart Women Finish Rich; The Delta Challenger, Homeownership Initiative; Delta H.O.M.E. (home ownership maintenance and education)**. Partnering agencies include **The Portland Housing Center; Portland Urban League; Black United Fund and Girls' Inc.**

In 1992 the organization purchased property and established the **June Key Delta House**, at 5940 N. Albina St.

International Awareness and Involvement

1940 World War II brought many Negro soldiers to the Portland area. Delta members worked with the **USO** (United Services Organizations) to provide services that were needed including making bandages for foreign wars.

Current International Awareness and Involvement activities include partnering with **Safe Water for African Children**, an organization dedicated to funding clean water for rural African villages, as well as underground water wells in Ghana. The Portland Alumnae Chapter works with the national Delta organization and several local chapters to sustain the **Maternity Hospital** in Thika, Kenya. The Portland chapter also sponsored, through **Women for Women International**, a Congolese woman attempting to rebuild her life after suffering the ravages of war.

Physical and Mental Health

The sorority established counseling programs for families, using professional leadership from Portland State University. The Deltas were the first to pilot a local program for counseling minority youth. Portland Alumnae member Ellen Law Driggins brought the national organization's program to Portland, and the chapter then began several mentoring programs. One of the first was called **"Who Am I?"** Chapter members worked with individual youth, using a workbook created by the national Delta organization. Young women job-shadowed Delta members and the mentor-mentee pairs did activities together, with the program culminating in a weekend at the beach for all participants.

1980s – Present Members trained in accordance with the national Delta HIV program **AID** youth, pregnant teens and teen mothers. The Portland Alumnae Chapter partnered with physical and mental health/community involvement agencies to work with the City and County Juvenile Department's **Option Program** (a turnaround program for young women from prostitution and life on the street).

Further, the chapter has organized annual health fairs for youths and adults, by partnering with **the Susan B. Komen Foundation, Black United Fund, the Multnomah County Health Department and the State of Oregon Department of Education**. Topics include nutrition, breast cancer awareness, and mental and physical health.

Political Awareness

As noted above, Delta members in the 1940s and 1950s worked steadfastly to eradicate discriminatory laws and policies.

1989 The Delta Sigma Theta National Social Action Commission instituted Delta Days in the Nation's Capitol, an annual legislative conference, to increase members' involvement in the national public policy-making process. The annual conference includes legislative briefings, issue forums and advocacy skills development workshops. Featured speakers include key policy makers, members of the United States Congress, Congressional staff members and national issues experts. On the local level, Delta members visit state, local, and municipal governments to lobby decision makers and to learn about state and local policies and issues. Portland members continue to travel to Salem to lobby the Governor and to meet with legislators.

Portland Chapter's Special Events

Women of Excellence Luncheon: An annual event established to honor women of color who have made outstanding contributions to the community in the following areas: Business, Community Service, Education, Health Services, Social Justice, and Youth. These women are acknowledged for their service and commitment to the community. Metropolitan area high-school students are honored with **financial scholarships** based on their academic achievement and community service. This annual luncheon event has honored hundreds of local women and given away more than 300 scholarships to

local high school scholars. Guest speakers are prominent national and local persons who bring inspirational messages and information to the luncheon guests

Delta Mothers and Patronages Club was formed to support the chapter members in raising scholarship money and to provide assistance in Delta sponsored activities. For over fifty years, this group has sponsored an annual **Community Waffle Breakfast** which has raised thousands of dollars for scholarships.

Chapter members participate and provide volunteers for charity and community events such as the **Susan B. Komen Walk for the Cure** and the **African American Health Coalition Walk**, **The Good in the Neighborhood Walk** and **The African American Health Coalition's Community Health Fair**, **ILOV(Imminent Ladies of Virtue)** activities, **Bridge Builders' Black Baccalaureate**, and **Food Bank Blues Festival**.

Community Holiday Dance is a community event that requests attendees to donate toys and food items for delivery to families during the Holiday season. The chapter selects a local family(s) as recommended by a community agency to provide a Holiday dinner, toys and gifts for the family(s).

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2/25/10

SUBJECT: Resumes

AGENDA NUMBER OR TOPIC: R 9

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Sandy Baker

ADDRESS: 13493 NW Countryview way

CITY/STATE/ZIP: Port OR 97229

PHONE: _____ DAYS: 503.690.2031 EVES: _____

EMAIL: sjbaker12@verizon.net FAX: _____

SPECIFIC ISSUE: our property is currently designated
as rural reserve. we are requesting urban designation

WRITTEN TESTIMONY: _____

attached

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

R237939

R323980

February 25, 2010

62 acres owned only by our family since 1904.

The 5 Barker children were born and raised on this property, this was not purchased as an investment.

Due to continuous land regulations we were denied the right to build and raise our families...3 of the siblings live just 2 miles from our family home site.

The factor interpretations by Multnomah staff and the CAC members are misleading, careless (and most of all) self-serving. This was not an open or fair process...I have repeated this numerous times in public testimony. It has not been addressed. Why?

Our property abuts the future North Bethany expansion with all the infrastructure needed. Logic and Common sense again fails.

The suitability factors should be high for urban...proximity, infrastructure, walkable, available park access ...the list goes on.

We lack irrigation rights, we cannot participate in the heavily campaigned CSA program. We are extremely limited to conducive farm practices such as creeks, poor soils, slopes, traffic....and being surrounded by growth. We were mis-zoned as EFU.

The Metro creek maps are incorrect (one creek was mismapped and recently eliminated, but has not been corrected). Under title 13 there were amendments made on our property allowing more developable area. During the CAC process we were evaluated under the uncorrected maps.

Germantown road bisects our property and with the future population, traffic issues will be a huge impact on us...Kaiser which runs along our west side is being planned as a 3 lane, as well as Germantown which divides our property. Today it is dangerous to just walk across Germantown, think about farm equipment. This Kaiser and Germantown intersection is the on the northwest corner of our property.

To the North is the city of Portland with dense housing, to the east is rural residential and to the south a future population of 15 thousand residents.

This is a choked area. Why would this be justified as important farm land or as an elk/wildlife corridor? Where is the logic behind this land use plan?

The line dividing us as important farm land is arbitrary. It runs through rural residential. How can one side be important and the other conflicted.

Our neighbor abutting us to the south, just inside the UGB, sold 10 acres for 4 million dollars to the Beaverton school district...are you going to tell me that we are not devalued by being locked out as rural reserve for 50 years when we abut the UGB...please explain this to me.

Multnomah has opted to use the Safe harbor factor to take our property, because a county can designate it as rural, locking us out for 50 years, without the need for justification.

This is land taking.

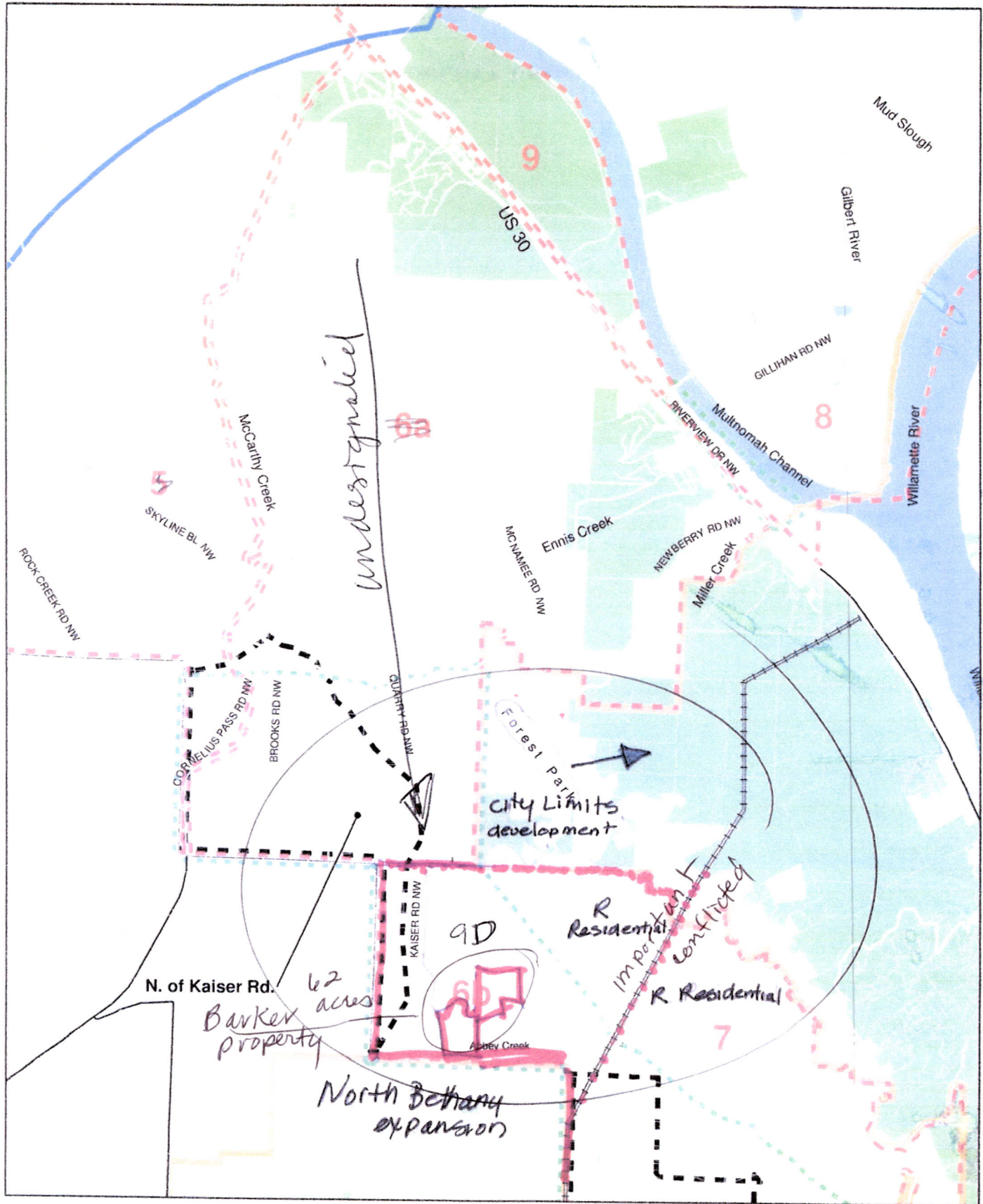
Thank you,

Sandy Baker

Sandy Baker (maiden name is Barker)

note: we are a measure 49 claim - currently we cannot build one house on our 62 acres -

suggested reconsideration



Multnomah County Candidate Area Maps:
Potential Urban and Rural Reserves Areas
Area 6 - NW Hills South

0 0.5 1 Miles

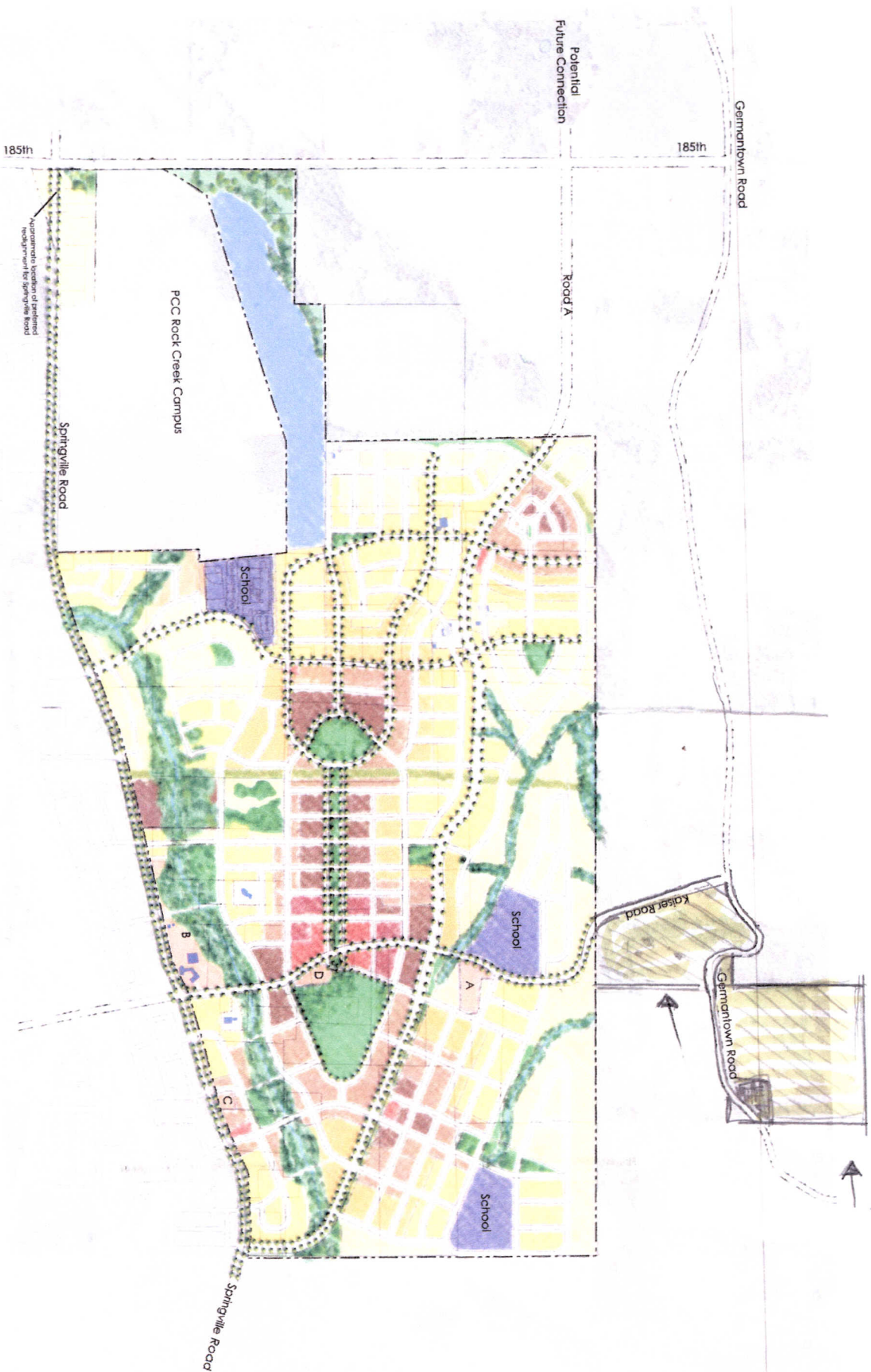
Draft (Rev. 08/03/09)

- Streams/Water Bodies
- UGB 3-mi Buffer
- Urban Candidate Area
- Rural Candidate Area
- Study Area Boundary
- Tax Lots
- 50 ft Contours
- Public Lands

N



Barber Property 62 acres



Bethany

a community of distinction

25 March 2009

Illustrative Concept Plan

Residential	
High Density Residential (R-304)	Low Density Residential L3 (R-12)
High Density Residential (R-30)	Low Density Residential L2 (R-7.9)
Medium Density Residential (R-18)	Low Density Residential L1 (R-5.6)
Land Use Designations	
Community Services	Public Services
A. Community	C. Fire Station
B. Church	D. Civic Site
Open Space	
Power Line Corridor	

Notes

1. The map is preliminary. All designations are subject to change.



**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

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MEETING DATE: 2/25/10

SUBJECT: CORR-12/17/09 DC PRT MED LAWYERS-PRT-LAW/ POLITICIANS - PRT- DEMOCRACY / REIFIGONS-PRT-GOD

AGENDA NUMBER OR TOPIC: Public Comment

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: PAUL ADOLPH PHILLIPS

ADDRESS: 1212 SW CLAY STREET

CITY/STATE/ZIP: PORTLAND, OREGON 97201

PHONE: _____ DAYS: _____ EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: HEALTH CARE

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

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3. State your name for the official record.
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IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.



COALITION FOR A LIVABLE FUTURE

107 SE WASHINGTON STREET, SUITE 239 • PORTLAND, OR 97214
PHONE: 503.294.2889 • FAX: 503.225.0333 • WWW.CLFFUTURE.ORG

February 24, 2010

Dear Chair Wheeler and Commission Members:

My name is Sue Marshall and I represent Audubon Society of Portland and the Coalition for a Livable Future. Thank you for the opportunity to comment on Multnomah County's Intergovernmental Agreement with Metro regional government regarding the designation of urban and rural reserves.

The Coalition for a Livable Future is a partnership of over 90 diverse organizations and hundreds of individuals to promote healthy and sustainable communities. For over 15 years CLF has worked to protect, restore and maintain healthy, equitable and sustainable communities, both human and natural, for the benefit of present and future residents of the greater Portland-Vancouver metro area.

Audubon Society of Portland has over 12,000 member is the greater Metro region. We have participated at both the regional and local jurisdictional level to protect natural resources, wildlife and livability within our region for over a century.

For convenience, I have inserted our recommendations in bold in the contents of the draft IGA. Our comments related to desired outcomes related to equity concerns and protection of natural resources.

Reserves Designation Principles and Concerns:

- We support the creation of small urban reserves that focus on development strategies and investment within the existing UGB. We agree with the COO's report that this is more cost effective than expanding on the edge both in terms of housing costs, transportation costs and shared costs of added infrastructure. Developing on the edge of the UGB is costly and the benefits and burdens are not equitable shared. The sale price of new housing in expansion areas was approximately \$100,000 higher than within the UGB in 1997.*
- Natural features are best protected through rural reserves designation – CLF and Audubon believe that designation of natural features as rural reserves ultimately will provide the highest level of protection to ecosystems and natural resources and will assure to the greatest extent that these resources are available for the benefit of future generations. These natural features include buttes, steep slopes, waters of the state, floodplains, significant groves and wildlife corridors. We understand that islands of rural reserves cannot be created within designated urban areas but we encourage meandering of the boundary to exclude natural features and apply the rural reserves designation.
- Conditions should be applied to better protect important natural resources that fall within designated urban reserves when they are brought into the UGB. Title 13 regulatory

protection is focused on riparian areas and does not include upland areas. Effects of increased impervious surfaces from higher densities directly correlate directly to reduced water quality. Stronger protection measures will need to be addressed to protect water quality and upland habitat.

- CLF and Audubon are concerned that currently a greater burden is imposed on those residents of the region who have the fewest resources including distance traveled to employment, lack of affordable housing equitably distributed throughout the region, displacement of low income residents as neighborhoods gentrify, lack of safe affordable transportation options, reasonable access to goods and services. Please consider how the reserves designation may exacerbate these inequities.

Implementation recommendations:

- Develop and implement policies and programs to address equitable access to affordable housing throughout the region.
- Develop and implement policies that address gentrification and displacement issues within the UGB so that culturally, racially and economically diverse communities and individuals benefit as we move forward.
- Assure affordable transportation options and transportation policies reduce vehicle miles traveled.
- Assure monitoring of Title 13 performance indicators and Making the Greatest Place desirable outcomes and apply adaptively manage strategies, via a suit of tools including regulation, to correct deficiencies.
- Assure broad citizen engagement in the process.

Thank you very much for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Sue Marshall". The signature is fluid and cursive, with the first name "Sue" and last name "Marshall" clearly distinguishable.

Sue Marshall on behalf of
Audubon Society of Portland
Coalition for a Livable Future

**Intergovernmental Agreement
Between Metro and Multnomah County
To Adopt Urban and Rural Reserves**

This Agreement is entered into by and between Metro and Multnomah County pursuant to ORS 195.141 and 190.003 to 190.110 for the purpose of agreeing on the elements of an ordinance to be adopted by Metro designating Urban Reserves and of an ordinance to be adopted by Multnomah County designating Rural Reserves, all in Multnomah County.

PREFACE

This agreement will lead to the designation of Urban Reserves and Rural Reserves. Designation of the Urban and Rural Reserves by this agreement will help accomplish the purpose of the 2007 Oregon Legislature in enacting Senate Bill 1011, now codified in ORS 195.137 to 195.145 (“the statute”):

- Facilitate long-term planning for urbanization in the region that best achieves Livable communities;
- Viability and vitality of the agricultural and forest industries; and
- Protection of the important natural landscape features that define the region.

RECITALS

WHEREAS, Metro and Multnomah, Washington and Clackamas Counties (“the four governments”) have declared their mutual interest in long-term planning for the three-county area in which they exercise land use planning authority to achieve the purpose set forth in the statute; and

WHEREAS, the Oregon Legislature enacted the statute in 2007, at the request of the four governments and many other local governments and organizations in the region and state agencies, to establish a new method to accomplish the goals of the four governments through long-term planning; and

WHEREAS, the statute authorizes the four local governments to designate Urban Reserves and Rural Reserves to accomplish the purposes of the statute, which are consistent with the goals of the four governments; and

WHEREAS, the Land Conservation and Development Commission (“LCDC”) adopted rules to implement the statute on January 25, 2008, as directed by the statute; and

WHEREAS, the statute and rules require the four governments to work together in their joint effort to designate reserves and to enter into formal agreements among them to designate reserves in a coordinated and concurrent process prior to adoption of ordinances adopting reserves; and

WHEREAS, the statute and the rules set forth certain factors to be considered in the designation of reserves, and elements to be included in ordinances adopting reserves; and

WHEREAS, the four governments have followed the procedures and considered the factors set forth in the statute and the rule; and

WHEREAS, the four governments have completed an extensive and coordinated public involvement effort; and

WHEREAS, the four governments have coordinated their efforts with cities, special districts, school districts and state agencies in the identification of appropriate Urban and Rural Reserves; and

WHEREAS, Metro has established six objectives as a regional vision of Great Communities:

Vibrant communities – People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.

Economic prosperity – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Safe and reliable transportation – People have safe and reliable transportation choices that enhance their quality of life.

Environmental leadership – The region is a leader in minimizing contributions to global warming.

Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems.

Equity – The benefits and burdens of growth and change are distributed equitably; and

WHEREAS, it is Metro's and Clackamas County's intention to advance the regional vision of Great Communities in Urban and Rural Reserves designations, including concept planning.

NOW, THEREFORE, Metro and Multnomah County agree as follows:

AGREEMENT

A. **Metro agrees** to consider the following policies and Urban Reserve designations at a public hearing and to incorporate them in the Regional Framework Plan, or to incorporate them as revised pursuant to subsections 3 and 4 of section C of this agreement:

1. A policy that designates as Urban Reserves those areas shown as proposed Urban Reserves on Exhibit A, attached to this agreement, or on any amendment to Exhibit A pursuant to section C of this agreement.
2. A policy that determines that the Urban Reserves designated by the Regional Framework Plan pursuant to this agreement are intended to provide capacity for population and employment between 2010 and 2060, a total of 50 years from the date of adoption of the ordinance designating the reserves.

3. A policy that gives highest priority to Urban Reserves for future addition to the urban growth boundary (UGB).
4. A map depicting the Urban Reserves adopted by Metro and the Rural Reserves adopted by Multnomah County following this agreement.
5. A policy that Metro will not add Rural Reserves designated by ordinance following this agreement to the regional UGB for 50 years.
6. A policy that Metro will not designate Rural Reserves as Urban Reserves for 50 years.
7. A policy that Metro will require a “concept plan”, the required elements of which will be specified in the Urban Growth Management Functional Plan in consultation with the county, for an area of Urban Reserves under consideration for addition to the UGB to be completed prior to the addition. Concept plans shall include elements on finance, provision of infrastructure **including multimodal transportation options**, natural resource protection, **reduction of green house gas emissions, a range of housing types for all income levels**, governance, the planning principles set forth in Exhibit B and other subjects critical to the creation of great communities. Concept plans will provide that areas added to the UGB will be governed and planned by cities prior to urbanization.
8. A policy that Metro will review the designations of Urban and Rural Reserves, in coordination with Clackamas, Multnomah and Washington Counties, 20 years after the adoption of reserves by the local governments pursuant to this agreement, unless the four governments agree to review the reserves sooner.

B. Multnomah County agrees to consider the following policies and Rural Reserve designations at a public hearing and to incorporate them in its Comprehensive Plan, or to incorporate them as revised pursuant to subsections 3 and 4 of section C of this agreement:

1. A policy that designates as Rural Reserves the areas shown as proposed Rural Reserves on Exhibit A, attached to this agreement, or on any amendment to Exhibit A pursuant to section C of this agreement.
2. A map depicting the Rural Reserves designated by the Comprehensive Plan and the Urban Reserves adopted by Metro following this agreement.
3. A policy that Multnomah County will not include Rural Reserves designated pursuant to this agreement in the UGB of any city in the county for 50 years from the date of adoption of the ordinance designating the reserves.
4. A policy that Multnomah County will not re-designate Rural Reserves as Urban Reserves in the county for 50 years from the date of adoption of the ordinance designating the reserves.
5. A policy that commits Multnomah County, together with an appropriate city, to

participation in development of a concept plan for an area of Urban Reserves under consideration for addition to the UGB.

6. A policy that the county will review the designations of Urban and Rural Reserves, in coordination with Metro and Clackamas and Washington Counties, 20 years after the adoption of reserves by the four governments pursuant to this agreement, unless the four governments agree to review the reserves sooner.

C. Multnomah County and Metro agree to follow this process for adoption of the ordinances that will carry out this agreement:

1. Each government will hold at least one public hearing on its draft ordinance prior to its adoption.

2. Metro and the county will hold their final hearings and adopt their ordinances no later than June 8, 2010.

3. If testimony at a hearing persuades Metro or Multnomah County that it should revise its ordinance in a way that would make it inconsistent with this agreement, then it shall continue the hearing and propose an amendment to the agreement to the other party and to Clackamas and Washington Counties.

4. If Multnomah County or Metro proposes an amendment to the agreement, the party proposing the agreement will convene the four governments to consider the amendment. Any objections or concerns raised by a government that is not party to this IGA shall be considered carefully and the four governments shall take reasonable, good faith steps to reach consensus on the amendment. After this consultation, Multnomah County and Metro may agree to an amendment.

5. Metro and Multnomah County will adopt a common set of findings, conclusions and reasons that explain their designations of Urban Reserves and Rural Reserves as part of their ordinances adopting the reserves. Metro and the county will incorporate maps into their respective plans that show both the Urban and Rural Reserves in Exhibit A to this agreement, with the county showing only the reserves in the county.

6. Metro and Multnomah County will establish, in coordination with Clackamas and Washington Counties, a process for making minor revisions to boundaries between Urban Reserves and undesignated land that can be made at the time of concept planning, and a process for making minor additions to Rural Reserves, with notice to, but without convoking all four reserves partners.

7. Within 45 days after adoption of the last ordinance adopting reserves of the four governments, Multnomah County and Metro will submit their ordinances and supporting documents to LCDC in the manner of periodic review.

D. This agreement terminates on December 31, 2060.

MULTNOMAH COUNTY METRO

Ted Wheeler David Bragdon,
Chair, Multnomah County Metro Council President
Board of Commissioners
Dated: Dated:
Approved as to form: Approved as to form:

Exhibit B to Agreement between Metro and Multnomah County
PRINCIPLES FOR CONCEPT PLANNING OF URBAN RESERVES

1. Concept planning for specific, enumerated Urban Reserves on the Urban and Rural Reserves map may occur separately and at different times.
2. A concept plan for any Urban Reserve area must be approved by the county, the city or cities who will govern the area and Metro.
3. The City of Gresham shall be invited to participate in concept planning of Urban Reserves in the area south of Lusted Road and west of SE 302nd, identified as Area 1C (Clackanomah) on the regional reserve map.
4. Concept plans shall provide that any area added to the UGB shall be governed by an existing city, or by a new city, with preferences to the following.
5. Concept planning for Urban Reserve areas that are suitable for industrial and other employment uses – such as portions of Clackanomah - will recognize the opportunity to provide jobs in this part of the region. **Concept planning for these areas will recognize the opportunity for multimodal transportation options to serve industrial and employment transportation needs.**
6. Concept planning for Urban Reserve areas that are suitable for a mix of urban uses – such as Area 1C – will recognize the opportunity to provide employment and mixed- use centers with housing at higher densities **and include a range of housing types for all income levels** and employment at higher floor-to-area ratios, and will include designs for a walkable, **bikeable**, transit-supportive development pattern.
7. Concept planning shall recognize environmental and topographic constraints and habitat areas and will reduce housing and employment capacity expectations accordingly **and be designed to preserve tree canopy, wildlife corridors, riparian vegetation and protect streams from any hydrologic impacts from adjacent urban areas.**

#6

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 2-25-2010

SUBJECT: Urban / Rural Reserves

AGENDA NUMBER OR TOPIC: R-11

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Thomas J. VanderZanden

ADDRESS: 15903 N.W. Logie Trail

CITY/STATE/ZIP: Hillsboro OR 97124

PHONE: _____ DAYS: 971-212-3162 EVES: _____

EMAIL: tvz@conifergroup.com FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: The "L" must be designated
"urban" to meet SB 1011, and achieve regional
balance, and protect "foundational" agricultural land.

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
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IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

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CITY OF

PORTLAND, OREGON

Sam Adams, Mayor
Nick Fish, Commissioner
Amanda Fritz, Commissioner
Randy Leonard, Commissioner
Dan Saltzman, Commissioner

February 23, 2010

Chair Ted Wheeler and Commissioner Jeff Cogen
Multnomah County Board of Commissioners
501 SE Hawthorne Blvd.
Portland, OR 97214

Dear Chair Wheeler, Commissioner Cogen and Commissioners,

As the City of Portland's representatives to the Metropolitan Policy Advisory Committee (MPAC), we want to thank you again for your commitment and hard work during the Core 4 urban and rural reserve process. The recommendations before you bring us exceedingly close to a regional agreement on a long-range growth management plan that will cement a regional partnership for decades to come.

As you finalize an agreement with Metro, we would like to reiterate the recent recommendations on reserves by MPAC at their January 27, February 1, and February 10 meetings. These meetings represent 10 hours of deliberation and many more hours of preparation.

The MPAC recommendation addressed the areas of West Multnomah County known as Area 9, which contains sub-areas 9A, 9B, 9C and 9F. This area is of particular interest to Portland because of the proximity to the city, the NW Hills of Portland and Forest Park. Areas 9C and 9F were recommended for a rural reserve designation at the Core 4 final meeting on February 8, and we are very pleased with this outcome.

However, we note that Areas 9A and 9B remain "undesignated" in Multnomah County's proposed agreement with Metro. On February 1, MPAC recommended that both 9A and 9B be designated rural reserve by an overwhelming vote of 14 yeas, 0 nays, and with 2 abstentions. And on February 10, MPAC reaffirmed its original recommendation for all reserve areas by an overwhelming vote of 15-2.

For over a year, the city has studied these areas closely, and we have repeatedly urged a rural reserve designation for all of Area 9. Our reasons are found in several letters and testimony presented to you, Metro Council and the Core-4, dated October 16, 2009, December 10, 2009 and most recently January 11, 2010. We base our conclusion on the urban and rural land suitability factors, Metro's Guiding Principles for making great communities, and the region's urban land needs recommended in the COO's Urban Growth Report. We examined governance, the relative cost of services—especially transportation and expected maintenance liabilities—the expected effectiveness of transit, and impacts to significant natural landscape features of Forest Park, and the impacts on natural resources, wildlife habitat, and water quality. As you finalize your agreement with Metro, we urge you to give serious consideration to the recommendations of MPAC and the City of Portland and amend the agreement to reflect a rural designation for all of Area 9.

Thank you again for your efforts on behalf of the city, the county, and this region we all love.

Sincerely,

Mayor Sam Adams

Commissioner Amanda Fritz



COALITION FOR A LIVABLE FUTURE

107 SE WASHINGTON STREET, SUITE 239 • PORTLAND, OR 97214
PHONE: 503.294.2889 • FAX: 503.225.0333 • WWW.CLFUTURE.ORG

February 24, 2010

Dear Chair Wheeler and Commission Members:

My name is Sue Marshall and I represent Audubon Society of Portland and the Coalition for a Livable Future. Thank you for the opportunity to comment on Multnomah County's Intergovernmental Agreement with Metro regional government regarding the designation of urban and rural reserves.

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For convenience, I have inserted our recommendations in bold in the contents of the draft IGA. Our comments related to desired outcomes related to equity concerns and protection of natural resources.

Reserves Designation Principles and Concerns:

- We support the creation of small urban reserves that focus on development strategies and investment within the existing UGB. We agree with the COO's report that this is more cost effective than expanding on the edge both in terms of housing costs, transportation costs and shared costs of added infrastructure. Developing on the edge of the UGB is costly and the benefits and burdens are not equitable shared. The sale price of new housing in expansion areas was approximately \$100,000 higher than within the UGB in 1997.*
- Natural features are best protected through rural reserves designation – CLF and Audubon believe that designation of natural features as rural reserves ultimately will provide the highest level of protection to ecosystems and natural resources and will assure to the greatest extent that these resources are available for the benefit of future generations. These natural features include buttes, steep slopes, waters of the state, floodplains, significant groves and wildlife corridors. We understand that islands of rural reserves cannot be created within designated urban areas but we encourage meandering of the boundary to exclude natural features and apply the rural reserves designation.
- Conditions should be applied to better protect important natural resources that fall within designated urban reserves when they are brought into the UGB. Title 13 regulatory

- CLF and Audubon are concerned that currently a greater burden is imposed on those residents of the region who have the fewest resources including distance traveled to employment, lack of affordable housing equitably distributed throughout the region, displacement of low income residents as neighborhoods gentrify, lack of safe affordable transportation options, reasonable access to goods and services. Please consider how the reserves designation may exacerbate these inequities.

Implementation recommendations:

- Develop and implement policies and programs to address equitable access to affordable housing throughout the region.
- Develop and implement policies that address gentrification and displacement issues within the UGB so that culturally, racially and economically diverse communities and individuals benefit as we move forward.
- Assure affordable transportation options and transportation policies reduce vehicle miles traveled.
- Assure monitoring of Title 13 performance indicators and Making the Greatest Place desirable outcomes and apply adaptively manage strategies, via a suit of tools including regulation, to correct deficiencies.
- Assure broad citizen engagement in the process.

Thank you very much for your consideration.

Sincerely,

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Sue Marshall on behalf of
Audubon Society of Portland
Coalition for a Livable Future

Intergovernmental Agreement Between Metro and Multnomah County To Adopt Urban and Rural Reserves

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PREFACE

This agreement will lead to the designation of Urban Reserves and Rural Reserves. Designation of the Urban and Rural Reserves by this agreement will help accomplish the purpose of the 2007 Oregon Legislature in enacting Senate Bill 1011, now codified in ORS 195.137 to 195.145 (“the statute”):

- Facilitate long-term planning for urbanization in the region that best achieves Livable communities;
- Viability and vitality of the agricultural and forest industries; and
- Protection of the important natural landscape features that define the region.

RECITALS

WHEREAS, Metro and Multnomah, Washington and Clackamas Counties (“the four governments”) have declared their mutual interest in long-term planning for the three-county area in which they exercise land use planning authority to achieve the purpose set forth in the statute; and

WHEREAS, the Oregon Legislature enacted the statute in 2007, at the request of the four governments and many other local governments and organizations in the region and state agencies, to establish a new method to accomplish the goals of the four governments through long-term planning; and

WHEREAS, the statute authorizes the four local governments to designate Urban Reserves and Rural Reserves to accomplish the purposes of the statute, which are consistent with the goals of the four governments; and

WHEREAS, the Land Conservation and Development Commission (“LCDC”) adopted rules to implement the statute on January 25, 2008, as directed by the statute; and

WHEREAS, the statute and rules require the four governments to work together in their joint effort to designate reserves and to enter into formal agreements among them to designate reserves in a coordinated and concurrent process prior to adoption of ordinances adopting reserves; and

WHEREAS, the statute and the rules set forth certain factors to be considered in the designation of reserves, and elements to be included in ordinances adopting reserves; and

WHEREAS, the four governments have followed the procedures and considered the factors set forth in the statute and the rule; and

WHEREAS, the four governments have completed an extensive and coordinated public involvement effort; and

WHEREAS, the four governments have coordinated their efforts with cities, special districts, school districts and state agencies in the identification of appropriate Urban and Rural Reserves; **and**

WHEREAS, Metro has established six objectives as a regional vision of Great Communities:

Vibrant communities – People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.

Economic prosperity – Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.

Safe and reliable transportation – People have safe and reliable transportation choices that enhance their quality of life.

Environmental leadership – The region is a leader in minimizing contributions to global warming.

Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems.

Equity – The benefits and burdens of growth and change are distributed equitably; and

WHEREAS, it is Metro’s and Clackamas County’s intention to advance the regional vision of Great Communities in Urban and Rural Reserves designations, including concept planning.

NOW, THEREFORE, Metro and Multnomah County agree as follows:

AGREEMENT

A. **Metro agrees** to consider the following policies and Urban Reserve designations at a public hearing and to incorporate them in the Regional Framework Plan, or to incorporate them as revised pursuant to subsections 3 and 4 of section C of this agreement:

1. A policy that designates as Urban Reserves those areas shown as proposed Urban Reserves on Exhibit A, attached to this agreement, or on any amendment to Exhibit A pursuant to section C of this agreement.
2. A policy that determines that the Urban Reserves designated by the Regional Framework Plan pursuant to this agreement are intended to provide capacity for population and employment between 2010 and 2060, a total of 50 years from the date of adoption of the ordinance designating the reserves.

3. A policy that gives highest priority to Urban Reserves for future addition to the urban growth boundary (UGB).
4. A map depicting the Urban Reserves adopted by Metro and the Rural Reserves adopted by Multnomah County following this agreement.
5. A policy that Metro will not add Rural Reserves designated by ordinance following this agreement to the regional UGB for 50 years.
6. A policy that Metro will not designate Rural Reserves as Urban Reserves for 50 years.
7. A policy that Metro will require a “concept plan”, the required elements of which will be specified in the Urban Growth Management Functional Plan in consultation with the county, for an area of Urban Reserves under consideration for addition to the UGB to be completed prior to the addition. Concept plans shall include elements on finance, provision of infrastructure **including multimodal transportation options**, natural resource protection, **reduction of green house gas emissions, a range of housing types for all income levels**, governance, the planning principles set forth in Exhibit B and other subjects critical to the creation of great communities. Concept plans will provide that areas added to the UGB will be governed and planned by cities prior to urbanization.
8. A policy that Metro will review the designations of Urban and Rural Reserves, in coordination with Clackamas, Multnomah and Washington Counties, 20 years after the adoption of reserves by the local governments pursuant to this agreement, unless the four governments agree to review the reserves sooner.

B. Multnomah County agrees to consider the following policies and Rural Reserve designations at a public hearing and to incorporate them in its Comprehensive Plan, or to incorporate them as revised pursuant to subsections 3 and 4 of section C of this agreement:

1. A policy that designates as Rural Reserves the areas shown as proposed Rural Reserves on Exhibit A, attached to this agreement, or on any amendment to Exhibit A pursuant to section C of this agreement.
2. A map depicting the Rural Reserves designated by the Comprehensive Plan and the Urban Reserves adopted by Metro following this agreement.
3. A policy that Multnomah County will not include Rural Reserves designated pursuant to this agreement in the UGB of any city in the county for 50 years from the date of adoption of the ordinance designating the reserves.
4. A policy that Multnomah County will not re-designate Rural Reserves as Urban Reserves in the county for 50 years from the date of adoption of the ordinance designating the reserves.
5. A policy that commits Multnomah County, together with an appropriate city, to

participation in development of a concept plan for an area of Urban Reserves under consideration for addition to the UGB.

6. A policy that the county will review the designations of Urban and Rural Reserves, in coordination with Metro and Clackamas and Washington Counties, 20 years after the adoption of reserves by the four governments pursuant to this agreement, unless the four governments agree to review the reserves sooner.

C. Multnomah County and Metro agree to follow this process for adoption of the ordinances that will carry out this agreement:

1. Each government will hold at least one public hearing on its draft ordinance prior to its adoption.

2. Metro and the county will hold their final hearings and adopt their ordinances no later than June 8, 2010.

3. If testimony at a hearing persuades Metro or Multnomah County that it should revise its ordinance in a way that would make it inconsistent with this agreement, then it shall continue the hearing and propose an amendment to the agreement to the other party and to Clackamas and Washington Counties.

4. If Multnomah County or Metro proposes an amendment to the agreement, the party proposing the agreement will convene the four governments to consider the amendment. Any objections or concerns raised by a government that is not party to this IGA shall be considered carefully and the four governments shall take reasonable, good faith steps to reach consensus on the amendment. After this consultation, Multnomah County and Metro may agree to an amendment.

5. Metro and Multnomah County will adopt a common set of findings, conclusions and reasons that explain their designations of Urban Reserves and Rural Reserves as part of their ordinances adopting the reserves. Metro and the county will incorporate maps into their respective plans that show both the Urban and Rural Reserves in Exhibit A to this agreement, with the county showing only the reserves in the county.

6. Metro and Multnomah County will establish, in coordination with Clackamas and Washington Counties, a process for making minor revisions to boundaries between Urban Reserves and undesignated land that can be made at the time of concept planning, and a process for making minor additions to Rural Reserves, with notice to, but without convoking all four reserves partners.

7. Within 45 days after adoption of the last ordinance adopting reserves of the four governments, Multnomah County and Metro will submit their ordinances and supporting documents to LCDC in the manner of periodic review.

D. This agreement terminates on December 31, 2060.

MULTNOMAH COUNTY METRO

Ted Wheeler David Bragdon,
Chair, Multnomah County Metro Council President
Board of Commissioners
Dated: Dated:
Approved as to form: Approved as to form:

Exhibit B to Agreement between Metro and Multnomah County
PRINCIPLES FOR CONCEPT PLANNING OF URBAN RESERVES

1. Concept planning for specific, enumerated Urban Reserves on the Urban and Rural Reserves map may occur separately and at different times.
2. A concept plan for any Urban Reserve area must be approved by the county, the city or cities who will govern the area and Metro.
3. The City of Gresham shall be invited to participate in concept planning of Urban Reserves in the area south of Lusted Road and west of SE 302nd, identified as Area 1C (Clackanomah) on the regional reserve map.
4. Concept plans shall provide that any area added to the UGB shall be governed by an existing city, or by a new city, with preferences to the following.
5. Concept planning for Urban Reserve areas that are suitable for industrial and other employment uses – such as portions of Clackanomah - will recognize the opportunity to provide jobs in this part of the region. **Concept planning for these areas will recognize the opportunity for multimodal transportation options to serve industrial and employment transportation needs.**
6. Concept planning for Urban Reserve areas that are suitable for a mix of urban uses – such as Area 1C – will recognize the opportunity to provide employment and mixed- use centers with housing at higher densities **and include a range of housing types for all income levels** and employment at higher floor-to-area ratios, and will include designs for a walkable, **bikeable**, transit-supportive development pattern.
7. Concept planning shall recognize environmental and topographic constraints and habitat areas and will reduce housing and employment capacity expectations accordingly **and be designed to preserve tree canopy, wildlife corridors, riparian vegetation and protect streams from any hydrologic impacts from adjacent urban areas.**



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 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 major power line easement, it divides the North Bethany concept plan area and the properties of the proposed East Bethany area in a way that both “limit urbanization” 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: There is a very difficult and long-standing challenge of governance in this area which remains unresolved with respect to further urbanization. Rural roads that are steep, narrow and unsafe for urban commute volumes and that lead to Portland are very problematic. This area raises all the same issues as have been found difficult to resolve in Bonny Slope West.

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 areas natural landscape features. We think given this location’s context with Forest Park and its important natural landscape features and attributes, 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 legacy of Forest Park and acquiring key parcels through the Metro Greenspaces program and together with city contributions can likely do so, without relying on an unverifiable concept that nearby development will generate enough revenue to contribute to additional land purchases.

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 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 some of the region's most cost-burdened households. Portland expects to continue to accommodate a large share of the region's growth in a sustainable development pattern, largely served by transit. 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 generally not focused on the having to meet the region's, or its own, urban land needs in any unincorporated areas of the NW Hills. Because of the extensive redevelopment in Portland over the past 30 years, and the enormous potential for additional growth and development in Portland and in other cities in Multnomah County, we believe the counties cities are doing more than their 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

13900 NW Old Germantown Road
Portland, Oregon 97231
February 22, 2010

Multnomah County Board of Commissioners
501 SE Hawthorne Blvd., 6th Floor
Portland, Oregon 97214

RE: Urban and Rural Reserves Public Hearing of February 25, 2010

Dear Chair Wheeler and Commissioners,

On February 11 I offered the testimony below at your regular weekly Board meeting. I did not have time to type it since my wife and I had been helping a neighbor who had a medical emergency. Now that you are holding a public hearing on this topic on February 25, I am sending you the testimony so that it may enter the record for this process.

Approaching the final weeks of your deliberations on Urban and Rural Reserves, I want to thank you all – and particularly, Commissioner Cogen in the demanding Core 4 role – for your attention to so much information and testimony. Thank you for proposing Rural Reserves for so much of West Multnomah County: Areas 9C, 9D, 9E, 9F. In that light, I'm all the more baffled that Area 9B (the Springville "L") is still under discussion.

9B should also be designated Rural Reserve, as recommended by the Multnomah County Reserves CAC and the Planning Commission. The 2005 Oregon Court of Appeals decision setting the UGB boundary at North Bethany noted the County line and powerline as the appropriate long-term urban/rural edge. Only a Rural Reserve in 9B will prevent another Area 93 fiasco.

Some added information on Transportation issues may help you come to a decision on 9B. Here are five points:

1) Congestion around this area is already critical; in the north and east directions, compounded by hazardous roads that are essentially impossible to widen. Cornelius Pass is notorious; Germantown Road had 3 fatalities last year. North Bethany will already increase these problems. We don't need 10,000 more people in an East Bethany (9B.)

2) Offsite road improvements serving North Bethany are not in Washington County's funding plan, and may never be. Neither does Tri-Met plan transit improvements. If the development ever gets funded, Multnomah County roads will be negatively affected. Why compound this problem ourselves?

3) Some parties have proposed a Saltzman Road extension in Area 9B. This is a road to nowhere, simply an extra loop funneling more cut-around traffic up towards Germantown, to back up at the St. Johns Bridge. For alleviating traffic issues, it's a bogus proposal.

4) Several parties have testified to you or Metro that Area 9B offers easy pedestrian access to Bethany Town Center, PCC's Rock Creek Campus, and a bus line. Tri-Met considers $\frac{1}{4}$ mile as the pedestrian radius. Yet from the centerpoint of either leg of the "L":

The nearest bus line is 1.2 miles

Bethany's Central Drive is 2.1 miles

The closest PCC building is 2.6 miles.

Area 9B would be an automotive suburb.

5) Animals navigate their territories too. The Forest Park wildlife corridors go through 9B's more open, more flat lands in preference to climbing up and down steep canyons in thick woods.

Area 9B is an integral part of the Forest Park Rural Neighborhood. It should be a Rural Reserve.

Thank you.

Jim Emerson

cc: Metro Council



CITY OF

PORTLAND, OREGON

Sam Adams, Mayor

Nick Fish, Commissioner

Amanda Fritz, Commissioner

Randy Leonard, Commissioner

Dan Saltzman, Commissioner

January 11, 2010

President David Bragdon and Metro Councilors
Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland Oregon 97232-2736

RE: Testimony on Urban and Rural Reserves

Specific Reserve Designations for South NW Hills Area in Multnomah County
Powerline/Germantown Rd./Lower Springville Road (County Map Areas 7a and 7b)
Including Areas known as East Bethany and Bonny Slope East

Dear President Bragdon and Metro Councilors,

Thank you for allowing me the opportunity to share my position and recommendation on urban and rural reserve designations generally—and on the unincorporated NW Hills area of Multnomah County in particular.

First, on behalf of the Portland City Council, my fellow MPAC colleague Commissioner Amanda Fritz and I want to thank all of you for guiding the metro region to the final stages of an innovative and unprecedented land use planning initiative. This is ground-breaking planning work. If we get it right, our decisions will serve the region well for decades to come. We have been very impressed by your willingness to listen and respect diverse opinions as you deliberate.

The citizens serving on county Reserves Citizens Advisory Committees and staff also all deserve kudos for undertaking this pioneering effort. So many citizens, property owners and stakeholders deserve recognition. And we know each of you, as regionally elected officials, have played vital roles. In particular allow us to commend Multnomah County Commissioner Jeff Cogen for his dedicated work as Multnomah County's representative to the region's CORE-4. We also want to acknowledge Councilor Kathryn Harrington for her steadfast leadership as the Metro Council representative to CORE-4.

We share the values and objectives embodied in the COO's three pillars, and with these in mind, are asking the members of the CORE-4 to accept Portland's recommendations to the Reserves Steering Committee.

First, we should not lose sight that the region's investment strategy will have a huge effect on both the Reserves decision and the decision on the Urban Growth Boundary. We haven't factored in new investments and changes to financing mechanisms—such as additional Urban Renewal Areas along

High Capacity Transit corridors or future streetcar alignments—and the impact those decisions can have on leveraging additional public and private investment that create vibrant and sustainable neighborhoods and business districts. Future public and private investments in freight movement and access to industrial areas will also need to be considered. Portland welcomes the opportunity in the coming months to explore new ideas for infrastructure funding.

Second, in terms of “urban” reserves, we should stay on the conservative side of the 40-50 year planning horizon. This means:

1. We should focus on 40 years;
2. We should focus on the bottom of the middle one-third of the forecast, and,
3. We should commit to revisit the urban and rural reserves every 20 years to recalibrate.

Our region is, for all intents and purposes, a living experiment in smart land-use planning. Following a very cautious approach is what any smart business would do in the face of so many uncertainties. Caution will minimize risks to our agricultural industry, our downtown cores, and our neighborhood communities. Being cautious will also avoid diluting Portland’s redevelopment efforts and those of our neighboring cities.

Sometimes it is hard to imagine that the lifestyle of future generations will undoubtedly be very different from the lives we lead today, but how we plan today for our long term future has consequences. Over the next 20 to 40 years, the following trends are likely:

- Higher energy costs
- Carbon taxes or cap and trade regulations
- Only 20 to 25 percent of households will have 2 parents and kids at home.
- An aging population, with advanced health care needs and increased demands on services easily accessibly by walking or taking public transit

Portland is well-positioned to meet the demands that the future is sure to bring. Recent statistics show us that we have proven a strong track record of responding well to the marketplace and its demands over the past several years.

The city and the region’s corridors as designated on the 2040 Growth Concept map hold great potential for redevelopment as investments in transit, bike, trails, sidewalks and pedestrian access improvements are made over time. Portland has over 50 miles of mainstreets and over 75 miles of corridors.

The region has selected two new priorities for future HCT extensions along the Powell Corridor and the Barbur/99W Corridor. Both of these present significant redevelopment potential by supporting the market to redevelop key opportunity sites to transit and pedestrian-friendly uses. The Portland Streetcar Framework has identified over 70 miles of near term and long range potential streetcar corridors. The city’s track record of strategic transportation investments and incentives has the potential to leverage public and private redevelopment along these corridors. Our nation’s leaders have taken notice—and shown a willingness to have Portland serve as a national model by making a commitment to significant funding contributions. When coupled with local and regional investments, the corridors are likely to contribute significantly to the vitality of neighborhoods, business districts, and sustainable communities that Portlanders desire.

Finally, it is essential to the health of the region and Portland’s industries and industrial sites to maintain and grow a healthy working harbor. We are committed to cleaning up, over time, our

brownfield sites, and consolidating and assembling adjoining parcels to provide larger sites. Opening up huge tracts of otherwise excellent agricultural land for industry, when we have land with services already in the UGB, doesn't make sense from a regional investment point of view. The vast majority of our jobs are created through the growth of small businesses. We need to nurture and retain those companies while attracting others.

The City of Portland staff in the Bureau of Planning and Sustainability (BPS) staff 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 Susan Anderson, BPS Director and Bob Clay, Supervising Planner, to represent Portland. My planning staff worked very closely with the Multnomah County planning staff and the county 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 with the county, we can say the city is largely in agreement with most all of the recommendations before you. Within Multnomah County, adjacent to Portland's boundary, there is only one area—the NW Hills South Area (County Map 7a and 7b) where we differ from the county staff recommendation. Let me highlight those reasons:

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 East Bethany – County Map 7a and 7b

At this time, and based on city staff evaluation of the reserves suitability criteria, the City of Portland recommends this area be designated rural. We conclude that the suitability criteria support a rural designation over either an urban or no designation.

The City of Portland recommendation for this area is the same as the recommendation by the Multnomah County Citizens Advisory Committee and the County Planning Commission. All the NW Hills area should be designated rural.

We believe a “no designation” is an incorrect interpretation under the law's purpose. A “no designation” is too uncertain and too ambiguous. Without a rural designation it leaves lands threatened by adjacent urbanization—and subject to disinvestment and speculation.

More specifically, a “no designation” does not meet the statutory purpose statement envisioned in SB 1011 and contained in Administrative Rule (OAR 660-027-0005). The statute and rule call for either protecting lands, for their farm, forest, natural systems or natural landscape features value, or designating them as future urban to meet future urban land needs. The City of Portland believes this means that where lands meet the rural reserve criteria—and these areas do—and where these outweigh the urban criteria, then there is an affirmative obligation to designate those lands as rural. Only a rural designation can “limit urbanization” and “define the natural boundaries of urbanization.” 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 together to achieve this end and leaves as an open

question a decision that is called for by the statutory purpose and rule. 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 westerly from Forest Park are without a doubt one of this region's premier regional natural landscapes features. The western hillside flanks of Forest Park include vegetated riparian streams, wildlife habitat, and corridors for ecological and scenic connectivity. These are regionally significant features in themselves. The northwesterly stair-step county line purposely follows the toe of the Forest Park hillside portion of the Tualatin Mountains. When taken together with the County line, and coupled with the same boundary as a major power line easement, it divides the North Bethany concept plan area and Lower Springville Road/East Bethany properties in ways that both "limit urbanization" and "define natural boundaries of urbanization." Both an Oregon Court of Appeals ruling (Case A122246 and A122444; 9/08/05) and a Metro Ordinance (No. 02-987A, page 9; 12/12/02) reached similar conclusions based on findings of fact concerning the North Bethany expansion area eastern boundary.

The county line in this location also meets the Metro Council's *Guiding Principles for Urban and Rural Reserves Analysis and Designation* adopted March 29, 2009 as Resolution No. 09-4101, Exhibit A. Principle # 5 states, "Natural and made-made features will help establish hard edges." The stair-step county line and the power line are man-made, and the broader regionally significant natural landscape features constitute logical or intuitive edges to urbanization in the long term. There is no other better long term, permanent and "hard-edge" boundary in the area. When reserve analysts consider the multiple factors taken together that make great communities, we believe the obvious conclusion is a **rural** designation.

During the course of the reserves process, city service providers met to consider the reserve factors and 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:** There is a very difficult and long-standing challenge of governance in this area, which remains unresolved. Multnomah County has not provided or coordinated urban services for development for more than 25 years, since the passage of Resolution A in 1983. No municipal government has made an affirmative commitment to serve. Metro's own study in 2006, titled *Great Communities*, used the NW Hills as a test area. That study found the same governance circumstances lacking and the natural landscape features and environmental attributes compelling conditions that would limit urban productivity. Rural roads to Portland from this location are steep, narrow and unsafe for urban commute volumes and are too expensive and impractical to improve. This area raises all the same cost and service delivery issues as have been found virtually impossible to resolve in Bonny Slope West (Area 93).

Let's not condemn a few small patches of low suitability landscape east of the county line to the same ambiguous fate by leaving this land undesignated. These relatively small areas are part of the broader mosaic of a regionally significant natural landscape features extending from Forest Park.

b. Suitability: Setting aside governance, and even if Portland or other provider(s) could serve a small portion 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 areas natural landscape features. We think given this location's context with Forest Park and its important natural landscape features and attributes, 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 Powerline 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 legacy of Forest Park and over time, acquiring key parcels through the Metro Greenspaces program and city contributions. 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.

b. Unknown urban service liability and maintenance obligations: The city is also concerned about 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 for example. Residential development that straddles Lower Springville Road would almost certainly require major off-site road improvements. Development in this area will 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 handles additional volumes of urban commute traffic. Portland has an extensive and growing backlog of infrastructure needs and maintenance - and an obligation to residents in existing centers, corridors and employment areas.

c. Impacts from traffic and development on Forest Park: Our Parks Bureau 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.

d. Meeting Regional Housing Needs: There can be no mistaking that 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 some of the region's most cost-burdened households. Portland is an unfinished city. Through infill and redevelopment 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 a sustainable development pattern, largely served by transit.

Staff analysis finds that the city has significant zoned and planned development capacity in its many centers and corridors to accommodate change that is accompanied by a focused investment strategy. Current zoning has capacity for an additional 140,000 households today - without a single parcel re-zoned. The Portland Plan, the city's Comprehensive Plan update, will test and further refine how the city changes overtime. The Portland Plan update has generally not focused on the having to meet the regions, or its own, urban land needs in any unincorporated areas of the NW Hills. Portland has enormous capacity and a redevelopment track record over the past 30 years. Together with the capacity in Gresham and other cities in Multnomah County, we believe the county's city's are doing more than their part to meet regional growth obligations over the next 40-50 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 if Metro finds additional land is needed. 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.

e. 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 reasons.

f. Portland has committed investment priorities elsewhere: As mentioned, Portland has extensive aspirations and infrastructure investment needs in its centers, corridors and employment areas—where it will accommodate a large growing number of households and jobs—and more benefits to more people in the future.

Should any properties east of North Bethany area become either "urban" or "undesigned," 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 the City of Portland and several subcontractor consultants to prepare a Concept Plan for Bonny Slope West. The purpose was to fulfill a UGB expansion decision made by Metro in 2002.

After a very collaborative process between county and city staff and consultants, 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."

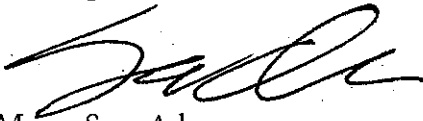
In closing, let us remind you that making investments in our many existing centers, corridors and employment areas will be far more cost-effective than trying to pay for services and build new roads in relatively small, lower density residential enclaves; enclaves that are located in a difficult

geography, amid resource values and significant natural landscape features. Portland can deliver far more benefit for its citizens and citizens of the future, if we focus on producing more housing and employment opportunities that create sustainable neighborhoods and business districts within our region's already urbanized borders.

Commissioner Fritz and I look forward to seeing this important milestone become successful. Its success will help cement our long-standing regional partnership and continue our legacy as a national leader in planning innovation.

We appreciate the opportunity for public comment and applaud your leadership and the wisdom and foresight of this process. The legacy we have inherited from those who preceded us is our region's greatest asset. Building on that asset to plan for our region's green future is the legacy we leave for the generations to follow.

Best regards,



Mayor Sam Adams



Commissioner Amanda Fritz
City of Portland

Cc

Portland City Council

Susan Anderson, BPS, City of Portland

Joe Zehnder, Chief Planner, City of Portland

Portland Planning and Development Directors

13900 NW Old Germantown Road
Portland, Oregon 97231
February 22, 2010

Multnomah County Board of Commissioners
501 SE Hawthorne Blvd., 6th Floor
Portland, Oregon 97214

RE: Urban and Rural Reserves Public Hearing of February 25, 2010

Dear Chair Wheeler and Commissioners,

On February 11 I offered the testimony below at your regular weekly Board meeting. I did not have time to type it since my wife and I had been helping a neighbor who had a medical emergency. Now that you are holding a public hearing on this topic on February 25, I am sending you the testimony so that it may enter the record for this process.

Approaching the final weeks of your deliberations on Urban and Rural Reserves, I want to thank you all – and particularly, Commissioner Cogen in the demanding Core 4 role – for your attention to so much information and testimony. Thank you for proposing Rural Reserves for so much of West Multnomah County: Areas 9C, 9D, 9E, 9F. In that light, I'm all the more baffled that Area 9B (the Springville "L") is still under discussion.

9B should also be designated Rural Reserve, as recommended by the Multnomah County Reserves CAC and the Planning Commission. The 2005 Oregon Court of Appeals decision setting the UGB boundary at North Bethany noted the County line and powerline as the appropriate long-term urban/rural edge. Only a Rural Reserve in 9B will prevent another Area 93 fiasco.

Some added information on Transportation issues may help you come to a decision on 9B. Here are five points:

1) Congestion around this area is already critical; in the north and east directions, compounded by hazardous roads that are essentially impossible to widen. Cornelius Pass is notorious; Germantown Road had 3 fatalities last year. North Bethany will already increase these problems. We don't need 10,000 more people in an East Bethany (9B.)

2) Offsite road improvements serving North Bethany are not in Washington County's funding plan, and may never be. Neither does Tri-Met plan transit improvements. If the development ever gets funded, Multnomah County roads will be negatively affected. Why compound this problem ourselves?

3) Some parties have proposed a Saltzman Road extension in Area 9B. This is a road to nowhere, simply an extra loop funneling more cut-around traffic up towards Germantown, to back up at the St. Johns Bridge. For alleviating traffic issues, it's a bogus proposal.

4) Several parties have testified to you or Metro that Area 9B offers easy pedestrian access to Bethany Town Center, PCC's Rock Creek Campus, and a bus line. Tri-Met considers $\frac{1}{4}$ mile as the pedestrian radius. Yet from the centerpoint of either leg of the "L":

The nearest bus line is 1.2 miles

Bethany's Central Drive is 2.1 miles

The closest PCC building is 2.6 miles.

Area 9B would be an automotive suburb.

5) Animals navigate their territories too. The Forest Park wildlife corridors go through 9B's more open, more flat lands in preference to climbing up and down steep canyons in thick woods.

Area 9B is an integral part of the Forest Park Rural Neighborhood. It should be a Rural Reserve.

Thank you.

Jim Emerson

cc: Metro Council



OFFICE OF MAYOR SAM ADAMS
CITY OF PORTLAND

Oct. 16, 2009

CORE – 4 Members
Attention: John Williams, Metro Staff
METRO
Planning and Development
600 NE Grand Avenue
Portland, OR 97232

RE: Urban and Rural Reserves Comments

Dear CORE – 4 Members:
Kathryn Harrington, Metro Councilor
Jeff Cogen, Multnomah County Commissioner
Tom Brian, Chair, Washington County Commission
Charlotte Lehan, Clackamas County Commissioner

Thank you for your leadership and public service to the Reserves Steering Committee over the past year. I have been impressed by your hard work and commitment to lead an unprecedented process to guide the region's future over the next 40-50 years. I have been equally impressed by your willingness to listen and respect diverse opinions as you deliberate.

Portland is poised to be the center of America's sustainable economy in the twenty-first century. The City's future leadership is built on a long tradition of excellence in planning and a heritage of conservation and stewardship of our natural environment. The bold decisions made decades ago – to create an urban growth boundary, to invest in light rail rather than additional highways, to acquire our green spaces as a region rather than piecemeal – have given this region a head start over other cities and regions across the country. It is in this context, looking to the next century, that we must approach the designation, location and size of urban and rural reserves. In so doing we must also take into account the importance of the urban growth boundary, the regional transportation plan, and the upcoming work on new ideas for a regional investment strategy.

The decisions we make in the coming months will, in very real ways, shape the community we all share for generations to come. The future of Portland's economy, environment and community all depend upon and leverage our authentic and unique sense of place.

I respect the wisdom and foresight of this process. Even the fact that we are having these long-term planning discussions now puts us in the forefront of American land-use and community planning. It is with this respect for the process that I advocate my city's position on reserves, built on the Metro Chief Operating Officer's three pillars:

1. MAKE THE MOST OF WHAT WE HAVE – We must first invest to maintain and improve our existing communities. This means adopting an integrated regional investment strategy focused on centers, corridors and employment areas. It also means getting the most out of the transportation system we already have by repairing and maintaining our existing systems, employing market incentives and pricing strategies, and investing in smart technology solutions.

We have not found a way to effectively fund infrastructure on new land as we struggle with widening gaps inside the existing Urban Growth Boundary. Portland has embraced the Region 2040 Plan and we work hard to direct our scarce infrastructure funds to our centers and corridors that are part of the 2040 Plan.

- Portland will need to invest \$136 million per year over the next 10 years to keep its infrastructure in good repair (that's 25 to 40% more than is currently spent)
- If current rates of investment continue, the City will likely invest another \$17 billion on infrastructure between 2010 and 2030, only slightly less than the current value of our entire infrastructure system (\$22 billion).

2. PROTECT OUR URBAN GROWTH BOUNDARY – To the *maximum extent possible*, ensure that growth is accommodated within the existing boundary. As The COO aptly points out, the region has only used 5 percent of the 28,000 acres added to the UGB in the past decade or more. And experience has shown us that, once land has been designated as “urban,” it is highly unlikely that designation will be undone.

Portland's recently adopted Five-Year Economic Development Strategy sets a new direction with initiatives relevant to the issue of land-use planning. Those initiatives include protecting Regionally Significant Industrial (RSIA) land, assembling large employment sites, and redeveloping brownfield sites. All these initiatives contribute to containing growth within the existing boundary while creating a healthy economic environment.

Though Portland is the largest city in the state, Portlanders have a deep appreciation not only for the city they live in but also for surrounding forest and farm land that encircle the region. Designating future urban reserves forty to fifty years in advance carries risks to these precious resources and to the city's redevelopment efforts.

3. WALK OUR TALK – Be accountable for our actions and responsible with the public's money. We must ensure that public investments are consistent with the public's values and priorities. And, to hold ourselves accountable to the public on those investments, we must develop and adopt performance targets based on the region's six desired outcomes.

As Portland and Multnomah County move forward with our ambitious but essential Climate Action Plan, we will be asking residents in our communities to take even greater steps to reduce their emissions and live a more sustainable lifestyle. As we ask our citizens to take personal responsibility for their footprints, we as regional leaders must make sure our policies align accordingly.

We share the values and objectives embodied in the COO's three pillars, and with these in mind, I ask the members of the CORE 4 to accept Portland's recommendations to the Reserves Steering Committee.

First, as we move forward to finalize our work, we should not lose sight that the region's investment strategy will have a huge effect on both the Reserves decision and the decision on the Urban Growth Boundary. We haven't factored in new investments and changes to financing mechanisms, such as additional Urban Renewal Areas along High Capacity Transit corridors or future streetcar alignments – and the impact that can have on leveraging additional public and private investment that create vibrant and sustainable neighborhoods and business districts. Future public and private investments in freight movement and access to industrial areas will also need to be considered. Portland welcomes the opportunity in the coming months to explore new ideas for infrastructure funding.

Second, in terms of “urban” reserves, we should stay on the conservative side of the 40-50 year planning horizon. This means:

1. We should focus on 40 years;
2. We should focus on the bottom of the middle one-third of the forecast, and,
3. We should commit to revisit the urban and rural reserves every 20 years to recalibrate.

The city has participated in the Multnomah County Reserves process throughout. My staff in the planning, development and service bureaus has studied carefully the county and COO recommendations for the unincorporated areas of Multnomah County in the Northwest Hills near Forest Park. As I have outlined, the city has many other priorities to plan and invest in our existing centers, corridors and employment areas. Making public investments in these existing areas will be far more cost-effective than trying to pay for services and govern relatively small residential enclaves in a difficult geography amid other resource values and natural features. Portland can deliver far more benefit for its citizens and the region if we focus on producing more housing and employment opportunities that create sustainable neighborhoods and business districts within our borders.

Our region is, for all intents and purposes, a living experiment in smart land-use planning. Following a very cautious approach is what any smart business would do in the face of so many uncertainties. Being cautious will minimize risks to our agricultural industry, our downtown cores, and our neighborhood communities. Being cautious will also avoid diluting Portland's redevelopment efforts and those of our neighboring cities.

Sometimes it is hard to imagine that the lifestyle of future generations will undoubtedly be very different from the lives we lead today, but how we plan today for tomorrow's long term future has consequences. Over the next 20 to 40 years, the following trends are likely:

- Higher energy costs
- Carbon taxes or cap and trade regulations
- Only 20% to 25% of households will have 2 parents and kids at home
- An aging population
 - with advanced health care extending life expectancies to beyond 90 or 100.
 - with demands for services that are easily accessible by public transit, or within walking distance.

Portland is well-positioned to meet the demands that the future is sure to bring. Recent statistics show us that we have proven a strong track record of responding well to the marketplace and its demands over the past several years.

Last year, about 50 percent of all housing starts were in the City of Portland. This is a much higher trend than expected and a trend that goes back 15 years. Trends have changed since the 1970's, 80's and 90's, a period that saw huge growth in Washington and Clackamas counties. Since the mid-1990's, Portland has

captured more than 35 percent of all regional housing starts. About two-thirds of this housing is built in the city's designated centers, mainstreets, light rail station communities and corridors. In the past 20 years we have grown by almost 50 percent from about 400,000 to nearly 600,000. Our investments in centers, mainstreets and station communities have paid off. And we have significant additional capacity, able to accommodate 140,000 households without up-zoning a single parcel.

The city and the region's corridors as designated on the 2040 Growth Concept map hold great potential for redevelopment as investments in transit, bike, trails, sidewalks and pedestrian access improvements are made over time. Portland has over 50 miles of mainstreets and over 75 miles of corridors.

The region has selected two new priorities for future HCT extensions along the Powell Corridor and the Barbur/99W Corridor. Both of these present significant redevelopment potential by supporting the market to redevelop key opportunity sites to transit and pedestrian-friendly uses.

The Portland Streetcar Framework has identified over 70 miles or near term and potential future streetcar corridors. The city's track record of strategic transportation investments and incentives has the potential to leverage public and private redevelopment along these corridors. Our nation's leaders have taken notice and shown a willingness to have Portland continue to serve as a national model by making a commitment to significant funding contributions. When coupled with local and regional investments, the corridors are likely to contribute significantly to the vitality of neighborhoods, business districts, and sustainable communities that Portlanders desire.

Finally, it is essential to the health of the region and Portland's industries and industrial sites to maintain and grow a healthy working harbor. We are committed to cleaning up, over time, our brownfield sites – and consolidating and assembling adjoining parcels to provide larger sites. Opening up huge tracts of otherwise excellent agricultural land for industry, when we have land with services already in the UGB – doesn't make sense from a regional investment point of view. The vast majority of our jobs are created through the growth of small businesses. We need to nurture and retain those companies while attracting others.

I appreciate the opportunity for public comment and applaud your leadership and the wisdom and foresight of this process. The legacy we have inherited from those who preceded us is our region's greatest asset. Building on that asset to plan for our region's green future is the legacy we leave for the generations to follow.

Sincerely,

A handwritten signature in black ink, appearing to read 'S.A. Adams', written in a cursive style.

Sam Adams
Mayor, City of Portland



WASHINGTON COUNTY OREGON

February 17, 2010

Commissioner Jeff Cogan
Multnomah County Board of Commissioners
501 SE Hawthorne Blvd.
Portland, OR 97214

RE: Urban and Rural Reserves Area 9B (aka "the L") on the CORE 4 map of 2/8/10

Dear Jeff:

In recent months there has been considerable discussion and examination of the above-referenced area and its suitability to be designated Urban or Rural or be left undesignated on the URRs map.

This land area, if developed, is likely to receive services from Washington County and one or more of its service districts due to its topography and proximity to urban services on the west side of the Multnomah/Washington County line. I have been asked to clarify whether these services, such as water, sanitary sewer, transportation and other services would indeed be available.

The answer is 'yes', these services can be available.

As we have discussed in the past, there are some complications when a land area is in one county and needs to be served by another county. However, when this land area is considered for inclusion in the Urban Growth Boundary we know that a concept plan must be made, public services identified, a realistic finance plan be developed and governance decided.

I have also been asked whether Washington County would object to the area being designated Urban Reserves. Because all of these matters have to be worked out in advance, and without satisfactory resolution the Metro Council will not bring the area into the UGB, we are comfortable and can support a designation of Urban Reserves.

If you or your Board has further questions, or if I can assist in clarifying this matter further, please do not hesitate to ask. Best wishes to all of you as we bring the significant URRs process to a close.

Sincerely,

Tom Brian, Chair
Washington County Board of Commissioners

C: Chair Ted Wheeler
Commissioner Deborah Kafoury
Commissioner Judy Shiprack
Commissioner Diane McKeel