

Source: USGS 7.5-Minute Linnton, OR Quadrangle, 1990.

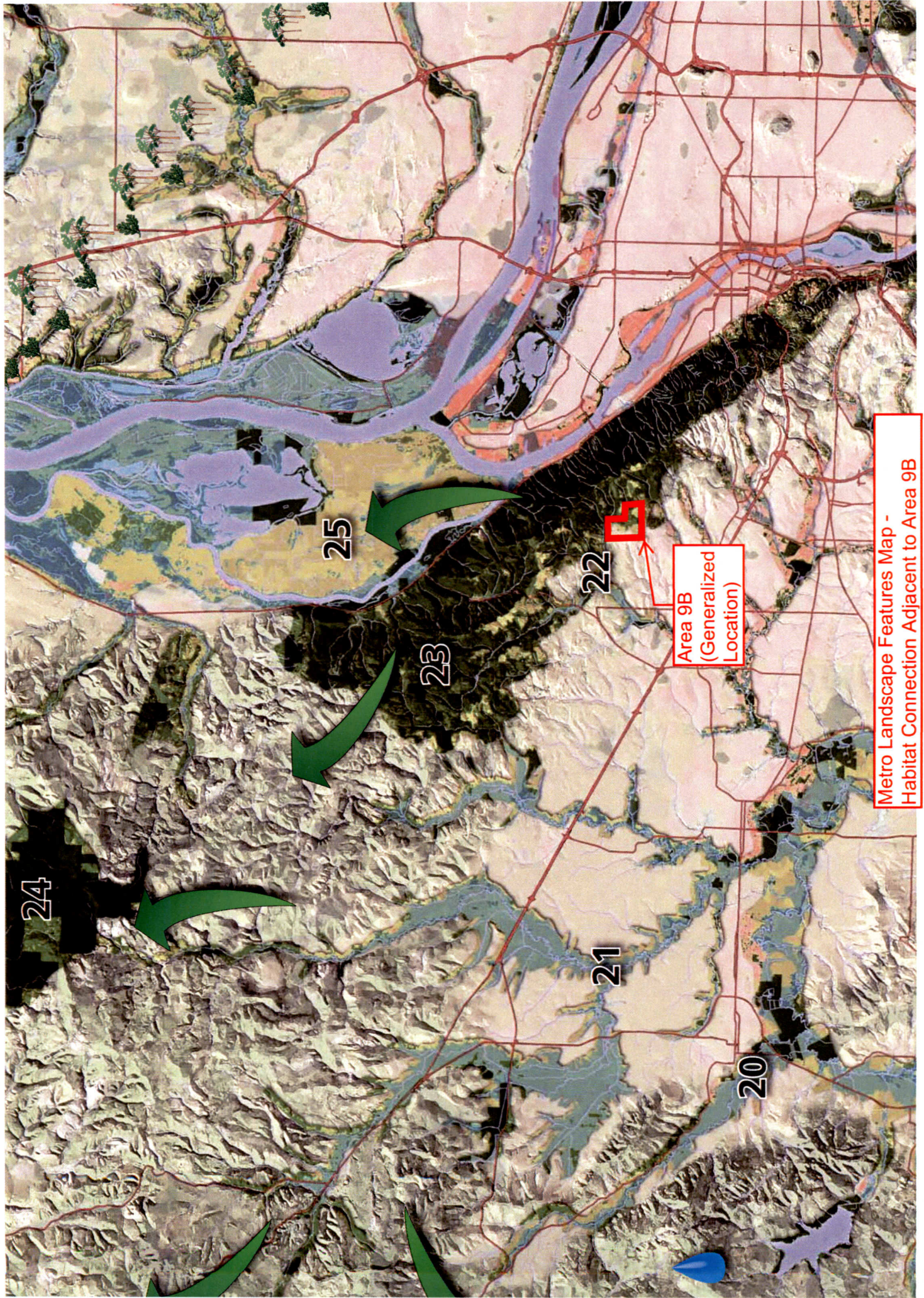
Environmental
Science &
Assessment, LLC



USGS Topographic Map
East Bethany - Area 9B
Multnomah County, Oregon

Attachment A

Approx. Scale:
1 in. = 2000 ft.



Metro Landscape Features Map -
Habitat Connection Adjacent to Area 9B

panorama from the urbanized portion of Washington County and define the southwestern edge of the greater metropolitan region.

15 Parrett Mountain
An extension of the Chehalis Mountains southeast to the Willamette River, Parrett Mountain is the prominent topographic feature separating Wilsonville from Newberg.

16 Willamette River Floodplain
This complex floodplain system is essential for flood storage and water quality protection of the Willamette River while providing productive wetland habitats for migratory waterfowl and native amphibians and off-channel refuge for migrating salmonids.

17 Yamhill/McMinnville/Amity Oaks
Three areas east of McMinnville contain large tracts of Oregon white oak woodlands, historically a major component of the Willamette Valley landscape there are only a few large stands of Oregon white oak woodland and savanna remaining.

18 Wapato Lake
This ancient lakebed has the highest potential for protecting wildlife habitat and water quality in this part of the region. The lakebed serves as a catchment

for the upper Tualatin River as it transitions from steep slopes of the Coast Range and Chehalis Ridge to its meandering lower floodplain.

19 Tillamook State Forest
The Tillamook State Forest provides a scenic panorama and defines the western edge of the greater metropolitan area as well as providing drinking water for a substantial population of the region.

20 Lower Gales Creek
Lower Gales Creek provides the only remaining steelhead spawning area of the Tualatin River and also provides wildlife habitat, water quality/quantity benefits and recreation, education and stewardship opportunities.

21 Dairy and McKay Creeks Confluence
Dairy and McKay Creeks drain a largely agricultural watershed within Washington County, enhancing water quality and providing wildlife habitat along these major tributaries contributes significantly to the natural functions of the Tualatin River.

22 Rock Creek Headwaters
The upper watershed of Rock Creek provides a great opportunity for water quality protection goals for the lower watershed as the creek and its

tributaries pass through rapidly urbanizing neighborhoods within the cities of Hillsboro and Beaverton.

23 Forest Park Connections
The Forest Park connection area provides protection to key watersheds like Balch, Miller, Ennis and Agency Creeks and secures the integrity of the "big game" corridor that links the park with habitat in the northern Coast Range.

24 Dixie Mountain
Lying within the Tualatin Mountains range northwest of Forest Park, Dixie Mountain is a heavily forested area that serves as a major attractant for roosting and nesting bald eagles.

25 Sauvie Island
The 26,000-acre Sauvie Island is one of the largest attractants to waterfowl, neo-tropical bird migrants, and raptors and is one of the region's most identifiable landscape features.

26 Columbia River Islands
The Columbia River islands provide significant aquatic habitat for migrating salmon and protected upland wildlife habitat for nesting shorebirds and raptors and are very identifiable within the bi-state landscape.

Metro People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President
David Braddon
Metro Councilors
Rod Park, District 1
Brian Newnam, District 2
Carl Hosidoka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6
Auditor
Suzanne Flynn

Metro's web site
www.metro-region.org



Printed on recycled paper 50440 JUN

A NEW LOOK
AT REGIONAL
CHOICES
FOR HOW
WE GROW



New Look At Regional Choices

Summary of the Natural Landscape Features Inventory

INTRODUCTION

The Metro Council launched the New Look at Regional Choices work program, which will re-examine the way we carry out the region's long-range plan, the 2040 Growth Concept. The New Look at Regional Choices work program is separated into three broad categories: Investing in our Communities, Shape of the Region and the Regional Transportation Plan (RTP). The Shape of the Region portion of the New Look work program, a coordinated effort with Clackamas, Multnomah and Washington Counties and the State Departments of Land Conservation and Development and Agriculture, focuses on balancing regional agricultural land needs with the protection of natural resources and the creation of great communities. This memo focuses on the natural resources component of the Shape of the Region. The intent is to define a simple mapping process that will identify those features of the landscape that influence the sense of place for the greater region and ultimately will help define the future urban form of the greater region.

BACKGROUND

Metro Planning and Parks and Greenspaces staff have been working with members of the Metro Greenspaces Policy Advisory Committee to identify natural landscape features that influence the sense of place for the greater region. The process for identifying these features included standard GIS format mapping of natural resources as well as the collective expertise of a select group of ecology and park professionals from various federal, state, local and private organizations. The inventory and assessment was based on a couple of key questions:

- What natural resources are essential to the health and welfare of the region?
- What landscape features define the sense of place for the region?

To give context to the broader New Look perspective, the inventory area extended from north of Salem to the North Fork of the Lewis River on a north-south axis and from the Cascade foothills to the Coast Range on the east-west axis.

NATURAL LANDSCAPE FEATURES

Below are the twenty-six identified natural landscape features, listed as one moves in clockwise motion starting at the Columbia River in the east portion of the region.

1 Columbia River Gorge Scenic Area

The Columbia River Gorge is a spectacular river canyon, 80 miles long and up to 4,000 feet deep, cutting the only sea level route through the Cascade Mountain Range.

2 Cascade Foothills

The Cascade Mountains foothills provide a scenic panorama for Portland and the eastside of the region and provide drinking water for the majority of the population of the region.

3 Sandy River Gorge

The Sandy River Gorge is a 12.5-mile stretch of the river that winds its way through the 800-foot-high basalt and sandstone canyons and is designated as both a State Scenic Waterway and a National Wild and Scenic River.

4 East Buttes

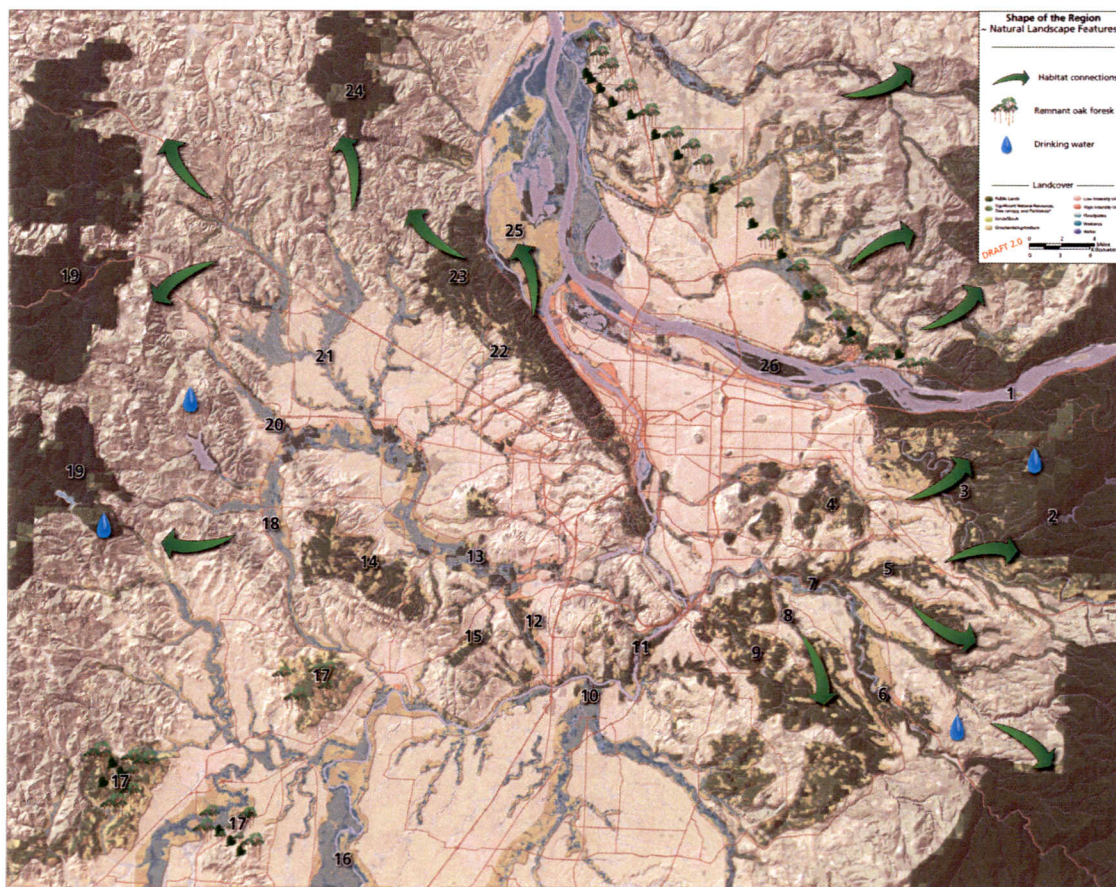
The forested buttes stretching from Gresham south through Damascus and Happy Valley create a unique geography for local residents and provide welcome relief from surrounding land uses.

5 Deep Creek Canyons

The intact steeply wooded slopes of Deep Creek and its major tributaries of Noyer and Tickle Creeks serve as the principal corridor connecting the Clackamas River to habitat areas to the north within urbanized areas.

6 Clackamas River

The Clackamas River watershed is home to the last significant run of wild late winter Coho in the Columbia Basin, is a part of the National Wild and Scenic River system designated as a recreational river and provides high quality drinking water to approximately 200,000 people.



7 Clackamas River Bluffs and Greenway

The Clackamas River Bluffs area contains uncommon habitat types that provide an important link to the lower river for the communities of Damascus and Happy Valley.

8 Clear Creek Canyon

Clear Creek is a high-quality fish-bearing creek that supports 11 different varieties of fish, including rainbow trout and endangered fall chinook and coho salmon, steelhead and threatened coastal cutthroat trout.

9 Newell and Abernethy Creeks

Located within and surrounding Oregon City, Newell and Abernethy Creeks provide critical fish and wildlife habitat in a rapidly urbanizing area, especially threatened habitat for steelhead and cutthroat populations.

10 Lower Pudding River

The Pudding River flows through forests and developed plains of the Willamette Valley to form a large floodplain delta with the Molalla River, an important seasonal resting area for large gathering of waterfowl.

11 Willamette Narrows to Canemah Bluff

The Willamette Narrows is a stretch of steep cliffs and rocky islands that are botanically rich, home to plants normally found far north and east of our region, and also contains a unique place called Peach Cove Bog, believed to be the only wetland of its kind remaining in the Willamette Valley. Canemah Bluff is noted for a diversity of habitats and its historical use by Native Americans.

12 Tonquin Geologic Area

Ancient floods created the Tonquin geologic area 12,000-15,000 years ago creating unique geologic formations including "kolk" ponds, channels, basalt hummocks and knolls.

13 Tualatin River

The riparian areas and floodplains of the Tualatin River are important to protecting the water quality of this river heavily impacted by urban and agricultural uses. In addition to providing flood storage, the floodplains and associated wetlands support considerable numbers of waterfowl and migrating neotropical birds.

14 Chehalis Mountains

The unbroken ridges and forested slopes of the Chehalis Mountains provide an important scenic

Continued on back



Environmental Science &
Assessment

Jack Dalton
Senior Wetland Scientist/Wildlife Biologist

Education

B.S., Biology, Lewis and Clark
College, Portland, Oregon

Expertise

Wetland Assessment
Mitigation Planning
Plant and Bird Surveys
Habitat Evaluation
Sensitive Species Surveys
Habitat Restoration Plans
Agency Consultation

Experience

Jack has over 17 years of experience in environmental assessment involving wetland documentation and permitting, habitat assessment, plant surveys, bird surveys and wildlife research. He has served as project manager and has led environmental documentation for projects involving road and trail alternatives analysis, master planning, wetland mitigation design, habitat restoration and resource inventories on numerous sites throughout Oregon and Washington.

Recent Projects

Jack has been responsible for managing and working on the following projects.

City of Sherwood Cedar Creek Trail Feasibility Study

ES&A provided the environmental documentation on the 1.5-mile Cedar Creek Trail feasibility study. The trail will be a multi-use path that will serve as a major north/south trail connector between Stella Olsen Park and the Tualatin River Wildlife Refuge in the **City of Sherwood** urban trail system. Environmental Science & Assessment, LLC (ES&A) prepared the assessment of the wetlands areas and vegetated corridors in the project area and mapped resource boundaries using GPS.

City of Irrigon First and Columbia Bike and Pedestrian Improvements

ES&A conducted a sensitive species survey of the sidewalk and bicycle lane project alignment along Highway 730. Field survey and research was conducted to determine the presence of threatened or endangered species and designated critical habitats for species under NMFS/USFWS jurisdiction. A Biological "No Effects" memorandum was prepared that addresses the presence and potential impacts on such species in the project area.

I-5: Delta Park (Victory Blvd. to Lombard Section)

Conducted listed plant and wildlife inventories. ES&A prepared biological (sensitive, proposed and listed species, and wetland) documentation to support the NEPA Environmental Assessment (EA) for **ODOT's I-5: Delta Park (Victory Blvd. to Lombard Section)** project. The project included biological analysis of impacts for three build alternatives and one design option. ES&A prepared a Biological Assessment to address potential impacts to proposed and listed species, and a wetland determination document.

Cedar Creek Culvert Replacement

Jack conducted a wetland delineation and CWS Natural Resource Assessment to support of the USACE/DSL permit applications. The project involved a culvert replacement in Sherwood near Stella Olsen Park that included temporary and permanent impacts to wetlands and streams. The project included replacing the culvert with a bridge structure, channel and wetland restoration, construction of water quality facilities and a multi-use path that will connect to the proposed **City of Sherwood Cedar Creek Trail** system.

Sherwood School District Wetland Permitting

Jack prepared a wetland delineation, impact assessment and mitigation plans for a 34-acre school site for the **Sherwood School District 88J** in a newly annexed portion of the City of Sherwood. The project involved preparing baseline wetland documentation, conceptual mitigation design for two mitigation sites and coordinating with local, state and federal agencies in completing the Joint Removal-Fill/Section 404 Permit.

Hedges Creek – Blue Lot Pedestrian Bridge

The project is located at a culvert crossing of Hedges Creek between the **City of Tualatin** Blue Lot parking lot and Tualatin Community Park. The proposed plan includes removing the existing asphalt path and culvert and replacing the path with an 80-foot pedestrian bridge span extending over both the creek and associated floodplain. Tasks included the wetland delineation and preparation of a CWS Natural Resource Assessment (NRA) for proposed Hedges Creek culvert (HSC01) removal near Tualatin Community Park in Tualatin, Oregon.

Thimble Creek Development

Jack participated in a site visit of the Oregon City Golf Club (OCGC) with an interdisciplinary team to evaluate the proposed land use designations and park overlay within this property as part of the Beaver Creek Road Concept Plan. The purpose of this evaluation was to determine if the proposed land use and special parks overlays proposed in the Concept Plan best reflect the existing resource boundaries along the edge between the inventoried natural areas and the other land use areas within the OCGC property. Tasks included providing a summary of the background documentation conducted to map the natural areas within the Concept Plan and provide opportunities and constraints related to natural resources and future development within the OCGC property.

Trust for Public Lands- Summer Creek Natural Area

Jack prepared a wetland determination and resource mitigation analysis for a parcel along Summer Creek and Fanno Creek as part of a market appraisal for the **Trust for Public Lands** project. TPL used this information in purchasing the parcel for use as an open space and will restore the natural plant communities on site.

Multi-year Waterway Maintenance Permit

ES&A prepared an application to the USACE and DSL for multi-year Section 404 and Removal-Fill authorization for **Multnomah County Drainage Districts** maintenance activities. Seventy-six (76) resource sites were inventoried within the 15 square mile maintenance district within the area bordered by Smith Lake, the Columbia River, the Sandy River and Columbia Boulevard/I-84. Tasks included background and field review associated natural resources, preparation of a resource assessment based on SAM 2000 to provide a resource management rating to be used in determining specific mitigation conditions for maintenance activities in drainage ditches (secondary waterways) and the Columbia Slough.

SW Nyberg Road & I-5 Interchange

Jack Dalton

Performed background and field assessments, and prepared natural resource documentation for improvements associated with Nyberg Road/I-5 Interchange for **City of Tualatin**. Prepared a Natural Resources Assessment for Water Quality Sensitive Areas and Vegetated Corridors in order to obtain a Services Provider Letter from Clean Water Services.

BNEPA Environmental Report for Wastewater Facilities Plan

Conducted wetlands assessment and prepared USFWS Biological Assessment to support the Wastewater Facilities Plan's NEPA Environmental Report for the **City of Brownsville** in order to comply with Rural Development, Rural Utilities Service guidance. Jack completed supplemental studies including wetlands delineation and listed plant species assessment.

Oregon Bridge Delivery Partners - Bundle 310

ES&A conducted an assessment of natural resources and prepared environmental permits for replacement of five **ODOT I-5** bridges in Lane County. Surveys were conducted for the presence of listed fish, rare plants and wetlands. Other tasks include developing in water work area isolation plans and assessment of impacts to the Coast Fork of the Willamette River and Martin Creek.

Freeway Land Company Site

ES&A is providing environmental services for the **Freeway Land Company** site in southeast Portland, Oregon. Work completed included wetland delineation and functional assessment for a proposed mitigation area. Also assisted in preparing a comprehensive mitigation plan to address wetland impacts on site. Other services also include providing technical documentation to the Oregon Division of State Lands (DSL) and the U. S. Army Corps of Engineers (USACE) regarding wetland functions assessment, and assisting in the preparations of removal-fill applications to DSL and USACE.

Brush College Road Realignment

Conducted a wetland delineation and functional values analysis for a roadway improvement project for the **City of Salem**. The project required preparing assessment and mapping documentation of potential impacts to three stream crossings and associated wetlands along 3600 linear feet of Brush College Road.

Fanno Creek Bridge Water Line

Conducted a wetland delineation and functional values analysis for a water line improvement project for the **City of Beaverton**. The project required preparing assessment and mapping documentation of potential impacts to Fanno Creek and associated wetlands surrounding the Denny Road crossing.

147th Avenue Road Realignment

Conducted a wetland delineation and functional values analysis for a realignment of a 1.25-mile segment of 147th Avenue within an approximately 8-acre study area for the **City of Happy Valley**. Report documentation required data collection within agricultural fields currently under cultivation, a Rock Creek tributary and on three intermittent drainages. The project included coordination with DSL on wetland mitigation and permitting, project engineers and contractors on location of proposed creek crossings, and surveyors on mapping resources.

Environmental Mapping Report for Wastewater Improvements

Prepared an Environmental Mapping Report to support a wastewater treatment improvement project for the **City of Cannon Beach**. Evaluated the biological community, unique habitat, recreational uses, and other beneficial uses potentially impacted by wastewater discharges into Ecola Creek to comply with DEQ requirements.

Miles Crossing Biological Assessment

Prepared USFWS Biological Assessment for the Miles Crossing Sanitary Sewer District project in **Clatsop County, Oregon**. Species evaluated included listed species (bald eagle, marbled murrelet, brown pelican, Columbian white-tailed deer, Oregon silverspot butterfly, water howellia, 5 ESU's of steelhead, 1 ESU of sockeye salmon, 5 ESU's of chinook salmon, 1 ESU of chum salmon, 3 ESU's of coho salmon, coastal cutthroat trout). Also, per Rural Utilities District standards, 23 candidate species and species of concern were included in the impact evaluation.

Brownsville NEPA Environmental Report

The **City of Brownsville** received a federally funded Community Development Block Grant from the Oregon Economic and Community Development Department and is required to prepare a NEPA EA for proposed wastewater system improvements outlined in the City's Facilities Plan. Jack prepared Wetland Delineation Report and wetland restoration plans as support documentation for USACE/DSL joint Section 404/Removal-Fill permit approvals for the project.

Williams Communications Optic Cable Environmental Survey

Conducted wetland determinations and stream analysis along proposed fiber optic cable route between the Columbia River and the Lewis River in Cowlitz County. Duties included coordinating with Williams Communications for property access, delineating wetland boundaries in project corridor, collecting stream data, and mapping wetland and stream resources on project maps.



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

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

Tualatin Valley Water District



1850 S.W. 170th Ave. Beaverton, Oregon 97006 Phone: (503) 642-1511 Fax: (503) 649-2733 www.tvwd.org

Gregory E. DiLoreto
General Manager

Bernice Bagnall
Chief Financial
Officer

Debra Erickson
Manager, Human
Resources

Dale Fishback
Manager, Operations
& Field Services

Todd Heidgerken
Manager, Community
& Intergovernmental
Relations

Mark Knudson, P.E.
Chief Engineer

Brenda Lennox
Manager, Customer
& Support Services

April 13, 2010

Tom Vanderzanden
15903 W. Logie Trail Road
Hillsboro, OR 97124

Dear Tom:

You have requested that I provide you with information regarding the Tualatin Valley Water District's (TVWD) ability to provide water service to an area outside the current District Boundary. This area was included in the study of urban/rural reserves, known as area 9B and areas surrounding 9B.

We could easily serve any of this area below about elevation 460, the southwest portion of area 9B, using our existing Springville Reservoirs and the planned future North Bethany Reservoir.

It appears that about one-fourth of area 9B lies above elevation 460. In order for TVWD to provide service to this area, improvements would need to be made.

Our most likely scenario for providing service to the remaining portion would involve an additional reservoir at a new site at about elevation 820 and construction of a new pump station at the planned future North Bethany Reservoir. This is feasible, and not particularly expensive, nor is it outside of the improvements we are making to serve the North Bethany area, brought into the urban growth boundary during the last expansion.

As a part of the urban services agreements in the Metro area however, the District adheres to the urban services boundaries that have been set and we would not serve the above mentioned area unless we were authorized by Multnomah County and the City of Portland, the designated water provider.

I hope this answers your questions. Call or write should you have further questions, or need additional information. I can be reached at 503-848-3032, or greg@tvwd.org.

Sincerely,

Gregory E. DiLoreto
General Manager

Cc: Mark Knudson, Chief Engineer

Letter to T. Vanderzanden (2) 04-13-10



WATER - not to be taken for granted
100% post consumer recycled fiber

November 23, 2009

Matt Wellner
Metropolitan Land Group
17933 NW Evergreen Parkway, Suite 300
Beaverton, OR 97006



321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

*RE: East Bethany Urban Reserve Candidate Area
Transportation & Connectivity*

Dear Mr. Wellner:

This letter is written to supplement the September 10, 2009 letter submitted by Lancaster Engineering at the meeting of the Multnomah County Board of Commissioners on that same date. Following that Board of Commissioners meeting, additional analysis has been performed related to the potential connection of NW Saltzman Road north to NW Springville Road. As you know, this important connection would not likely be made in a rural setting. The benefit of the Saltzman Road connection is a critical element in the future urbanization of East Bethany, adjacent to Washington County.

The transportation planning analysis described in this report is conducted "following" North Bethany. That is, development of North Bethany, together with the associated transportation infrastructure improvements, is assumed to be in place at the end of the planning horizon. From that point, the analysis of East Bethany begins.

Transportation System Models

As discussed in the September 10 letter, Washington County has invested in a significant amount of infrastructure planning and construction to bring Saltzman Road north to the boundary with Multnomah County. To date, neither Washington County, Multnomah County, nor Metro have prepared a refined transportation system model that links Saltzman Road to Springville Road, through Multnomah County. However, both Washington County and Metro have done a significant amount of transportation system modeling work in the area. For this analysis, several transportation system models were used.

The first is the model that has been utilized for recent analysis of the North Bethany plan area. This model includes the more rural transportation system in Multnomah County, but does not include the connection of Saltzman Road to Springville Road. The second is a variation of the first model that is being maintained by Washington County. This model has slight variations, but also does not include the Saltzman Road connection. Lastly, the model that is maintained by Metro was examined. While the standard Metro model does not include the Saltzman Road connection, Metro staff made such a connection in the model at our request and provided modeling output showing the effect of the additional connectivity.



Matt Wellner
November 23, 2009
Page 2 of 4

It should be noted that this scenario is not part of the adopted model maintained by Metro, but is merely used as an analysis tool to investigate and substantiate the benefits of such a connection. None of the demographics in the model (such as households and employment) were modified.

Benefits of Connectivity

While each of the three models vary to some degree, all indicate that at the end of the planning horizon with North Bethany in place, Kaiser Road south of Springville Road will carry peak-hour traffic volumes near 1,000 vehicles per hour in each direction. Using a lane capacity of 1,050 vehicles per hour¹, this loading is approaching the need to widen Kaiser Road to five lanes. In other words, Kaiser Road can accommodate all of North Bethany as a three-lane facility, but at build out, it will be near capacity and will experience congestion during the peak hours.

This congestion is due primarily to a lack of north/south connectivity within the planning area. Without the Saltzman Road connection to Springville Road, only 185th Avenue and Kaiser Road provide access to and from the south to both North Bethany and East Bethany. Skyline Boulevard in Multnomah County is another option, although it is less desirable because of its rural character and because it does not provide as direct a connection as 185th Avenue or Kaiser Road to other major transportation facilities or employment and commercial centers in Washington County.

Clearly, the connection of Saltzman Road to Springville Road would improve connectivity and provide an additional north/south travel option. As expected, the connection reduces volumes significantly on other routes. Comparison of model runs with and without the street connection show a decrease of approximately 650 peak hour trips on Kaiser Road and 575 peak hour trips on Skyline Boulevard.

As demonstrated by the model, spreading the north/south travel demand across four facilities² rather than just three results in lower traffic volumes on the primary routes. The model also shows a corresponding increase in traffic on Saltzman Road with the connection in place. With North Bethany and its street network and planned improvements completed, the Saltzman Road connection north of Laidlaw Road would carry approximately 1,460 evening peak hour trips (total of both directions). This does not include additional urban development within East Bethany, although the effects of this development are discussed in the following section.

East Bethany Development

In each of the models examined for this analysis, land areas are divided into Transportation Analysis Zones (TAZs) and each zone has its own characteristics in terms of number of households, amount of employment, etc. The TAZ that includes East Bethany is quite large. It is bordered by Washington County on the west and south, extends east of Skyline Road on the east and half way between Germantown Road and Springville Road on the north. In addition, the trips from the TAZ

¹ This lane capacity was also used by DKS Associates in Washington County's North Bethany transportation analysis as well as subsequent work by Kittelson and Associates

² Skyline Boulevard, Saltzman Road, Kaiser Road, and 185th Avenue



Matt Wellner
November 23, 2009
Page 3 of 4

are loaded in a single location which is at approximately the geographical center of the TAZ, although this point is a significant distance from the fringes adjacent to Washington County, which is of primary concern for this analysis.

Even with these simplifications, the directional split of traffic from the TAZ is relatively even between the east and the west. Attached to this letter is a map showing the area surrounding East Bethany. The map shows the location of commercial and office developments and also shows the location of schools. As shown on the map, these trip attractors are located to the south and west of the East Bethany planning area within Washington County. Very little commercial development is available within close proximity to the north and east in Multnomah County. Therefore, with development along the southern and western edges of the East Bethany planning area, it is logical to assume much of the site traffic would travel to the south and west. This focuses urban traffic away from rural Multnomah County roads and also makes use of the increase in available capacity on Washington County facilities. In addition, it is expected that there would be a significant amount of shorter-length trips between residential uses and commercial and institutional uses in North Bethany, East Bethany, and nearby areas such as Bethany Town Center and the commercial center at West Union Road and 185th Avenue.

Jurisdictional Boundaries

As discussed above, the East Bethany planning area is in Multnomah County, but a significant percentage of the trips from urban development in the area would be to and from Washington County. The connection of Saltzman Road to Springville Road will benefit both counties, and it is very unlikely to be made without the future urbanization of this area.

While both counties would benefit, it is recognized that the planning area lies within Multnomah County and a significant amount of the traffic impacts from urban development would be directed toward Washington County. A possible solution to this situation would be a sharing of transportation system development charges. Based on the analysis conducted to date, approximately 60 percent of the traffic from the area would utilize Washington County facilities and the remaining 40 percent would be in Multnomah County. While we are not advocating sharing system development charges based solely on trips, this distribution of traffic can be used to help guide how a sharing mechanism may ultimately be employed.

Conclusion

The increase in connectivity provided by the northern extension of Saltzman Road to Springville Road would offer an important travel option for existing and future trips in the area, particularly those within North Bethany and developing areas along Saltzman Road. This connection of Saltzman Road to Springville Road would likely not be possible without urban development within East Bethany.

Such urban development could make use of the significant infrastructure planned for North Bethany and trips would be directed largely to the west and south in Washington County, away from rural Multnomah County transportation facilities. In addition, the extension of Saltzman Road would



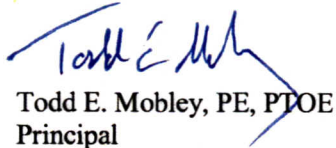
Matt Wellner
November 23, 2009
Page 4 of 4

decrease travel demand on Skyline Boulevard, which is a Multnomah County facility that is rural in character. Considering the overall transportation system and not the jurisdictional boundary and the political and financial complications that its presence induces, the connection of Saltzman Road to Springville Road is clearly beneficial to the system.

For these reasons, we continue to recommend that the East Bethany planning area be designated as an Urban Reserve. Additional transportation analysis is also recommended to determine the amount of urban development that would be possible and to more accurately quantify the impacts of such development on Multnomah and Washington County transportation facilities.

If you have any questions regarding this information or if we can be of any other assistance, please don't hesitate to call.

Sincerely,



Todd E. Mobley, PE, PTOE
Principal

(10)

**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: MAY 6, 2010

SUBJECT: URBAN / RURAL Reserve Final Vote

AGENDA NUMBER OR TOPIC: R-12

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Yark Andrews

ADDRESS: 13410 NW Springville

CITY/STATE/ZIP: _____

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.