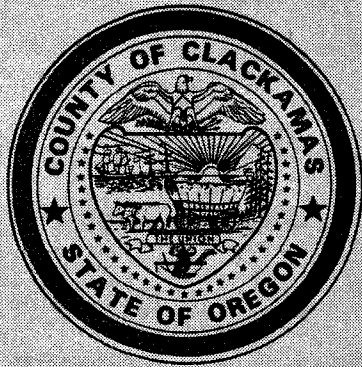


Styles 1,2,4



ELECTIONS DIVISION
825 PORTLAND AVENUE
GLADSTONE, OR 97027

SHERRY HALL
COUNTY CLERK

Visit us on the Web!
www.co.clackamas.or.us/elections

YOU WILL NOT VOTE ON
EVERYTHING IN THIS
PAMPHLET - ONLY WHAT
APPEARS IN THE "OFFICIAL
BALLOT" GUIDE CONTAINED IN
YOUR VOTE-BY-MAIL PACKET!

MEASURE ARGUMENTS PRINTED
AS FILED

VOTED BALLOTS MUST BE
RECEIVED AT THE ELECTIONS
OFFICE OR AT ANY
DROP SITE LOCATION
(LISTED ON PAGE 12)
BY 8:00 P.M. ON TUESDAY,
NOVEMBER 4, 2003
TO BE COUNTED.

CLACKAMAS COUNTY VOTERS' PAMPHLET

SPECIAL ELECTION NOVEMBER 4, 2003



Please RECYCLE this pamphlet with your newspapers!



CLACKAMAS COUNTY

Office of the County Clerk

SHERRY HALL
CLERK

104 11th STREET
OREGON CITY, OR 97045
(503) 722-2745
FAX (503) 650-3563

October 2003

Dear Voter:

This Voters' Pamphlet contains information designed to assist you in voting. It includes information on a County road and street system maintenance fee measure (3-115), a City of Estacada annexation measure (3-109) as well as a City of Happy Valley annexation measure (3-114).

Please remember, in order to vote on a measure other than the County measure, you must be a registered voter as well as a resident of the specific city which has placed the measure on the ballot. Your vote-by-mail ballot packet, therefore, will not contain all of the measures listed in this Voters' Pamphlet.

Your voted ballot must be received in the Elections Division, 825 Portland Avenue, Gladstone, OR by 8:00 PM on election night to be counted. **Postmark does not count!** If you prefer, instead of mailing your ballot, you may take it to one of the Drop Site Locations listed on page 12 of this pamphlet. Drop boxes will be available at these locations from Saturday, October 18 through 8:00 PM on Tuesday, November 4.

If a ballot was delivered to your residence for someone who should no longer be receiving ballots at your address, please write "RETURN" on the envelope and place it back in your mailbox. If a ballot was sent to someone who is deceased, please write "DECEASED" on the envelope and place it back in your mailbox.

Election results will be posted on the Internet (<http://www.co.clackamas.or.us/elections>) shortly after 8:00 PM election night. Results will be updated as ballots continue to be processed during the evening.

If you have any questions about this election, the election process, or if you need assistance voting, please call the Elections Office at 503-655-8510.

Sincerely,

Sherry Hall
Clackamas County Clerk

BOARD OF PROPERTY TAX APPEALS
104 11TH STREET
OREGON CITY, OR 97045
(503) 655-8662
FAX (503) 650-3563

ELECTIONS DIVISION
825 PORTLAND AVENUE
GLADSTONE, OR 97027
(503) 655-8510
FAX (503) 655-8461

RECORDING DIVISION
104 11TH STREET
OREGON CITY, OR 97045
(503) 655-8551
FAX (503) 650-3035

RECORDS MANAGEMENT DIVISION
270 BEAVERCREEK ROAD, SUITE 200
OREGON CITY, OR 97045
(503) 655-8323
FAX (503) 655-8195

VOTING-BY-MAIL IS AS EASY AS 1-2-3!

Using the Official Ballot Guide, note the number to the right of the measure response (Yes or No) of your choice. Locate the same number on the Punch Card Ballot.

Example:

1 Looking at the sample Official Ballot Guide (figure 1) you decide to vote yes on the measure. The number of this choice is 41.

2 You place the Punch Card Ballot (figure 2) on a hard, flat surface and locate the same number (41). Using a pen, pencil or any item with a pointed tip, you press straight down on the small black dot above the number of your choice.

3 While pressing down, slowly lift the top of the Punch Card Ballot with your other hand until the rectangle containing the black dot is completely detached (figure 3).

Remember: To make sure you have voted correctly, check to see that the number of the selection of your choice matches on both the Punch Card Ballot and the Official Ballot Guide.

Questions? Need assistance in voting due to a permanent or temporary disability? Please call the Elections Division at 503-655-8510.

Returning your ballot:

- Place your voted Punch Card Ballot in the secrecy envelope and seal the envelope. Place the sealed secrecy envelope in the white (with colored edge) return identification envelope and seal the return envelope. **Remember: Read and sign the voter's statement on the white (with colored edge) return identification envelope. Your ballot will not be counted if the envelope is not signed.**

By mail

- Attach sufficient first-class postage to the signed and sealed return identification envelope and mail it as soon as possible to arrive at the Elections Division not later than 8:00 p.m. Tuesday, November 4, 2003. **Postmark does not count!!**

In person

- Deliver the signed and sealed return identification envelope to a drop site location listed on page 12 of this voters' pamphlet not later than 8:00 p.m. Tuesday, November 4, 2003.

If you make an error on your ballot, spoil it in any way or lose it, please contact the Elections Division at 503-655-8510.

Figure 1. Official Ballot Guide

1

CITY OF ANY CITY		Ballot Card Number
MEASURE 3-99		
Submitted to the legal voters of said City.		
MEASURE APPROVING ANNEXATION OF 30 ACRES INTO CITY OF ANY CITY		
QUESTION: Shall 30 acres at the north corner of Rural Avenue and Hwy Z be annexed into the Any City City limits?	YES →	41
	NO →	42
SUMMARY: Annexation is the process to bring prop limits. Joe		

Figure 2. Punch Card Ballot

2

1	21	40	59	78	97	117	136	156	176	196	216
2	22	41	60	79	98	118	137	157	177	197	217
3	23	42	61	80	99	119	138	158	178	198	218
4	24	43	62	81	100	120	139	159	179	199	219
5	25	44	63	82	101	121	140	160	180	200	220
6	26	45	64	83	102	122	141	161	181	201	221

Figure 3. Punched-out Punch Card Ballot

3

1	21	40	59	78	97	117	136	156	176	196	216
2	22	41	60	79	98	118	137	157	177	197	217
3	23	42	61	80	99	119	138	158	178	198	218
4	24	43	62	81	100	120	139	159	179	199	219
5	25	44	63	82	101	121	140	160	180	200	220
6	26	45	64	83	102	122	141	161	181	201	221

**Completely
remove
rectangle
containing
black dot.**

CLACKAMAS COUNTY

Measure No. 3-115

BALLOT TITLE

COUNTY ROAD AND STREET SYSTEM MAINTENANCE FEE ORDINANCE, CITY OPTION

QUESTION: Shall the voters enact an ordinance creating a county road system maintenance fee which allows cities a choice to participate?

SUMMARY: This measure will enact a road and street system maintenance fee ordinance. The fee will only apply to the unincorporated area of Clackamas County and in any city which agrees to have the fee charged in that city. This vote does not allow the ordinance to apply in any city without future city approval. Money collected in unincorporated Clackamas County will be spent only in the unincorporated area. If a city participates, money collected in that city will be spent there.

Use of funds limited to road maintenance purposes, such as paving, street sweeping, replacement of signals and signs and vegetation control. Users of the road system will be charged using standard trip estimates for different land uses groups. Monthly fee examples: single family home - \$2.17; fast food restaurant - \$29.44 per one thousand square feet of space. The fee is set by the number of vehicle trips generated by the use. Fewer trips means a lower fee.

Nonresidential fees can be adjusted if the estimate differs from actual trip generation; other exemptions allowed.

The ordinance creates some exemptions such as a person in control of vacant property will not be charged the fee, nor will a person who does not drive and does not allow more than an incidental use of the road system from their property (such as mail or package delivery).

The ordinance calls for a monthly rate of 23 cents per estimated daily trip generated on a property. The charge will be adjusted annually based on consumer price and construction cost indexes. If approved, the charge for a single-family home would be \$2.17 per month. An apartment unit will be charged \$1.38 per month. Similar commercial and industrial uses will be grouped and charged at the same 23 cents per trip rate, with the actual fee set by the estimated number of trips from each use group.

If a city chooses to participate, the money collected in the city will be used in that city and not elsewhere. Money collected in the unincorporated county will be spent in the unincorporated area.

Furnished by:
Board of County Commissioners
Clackamas County

EXPLANATORY STATEMENT

The Board of County Commissioners is asking the voters of the county to enact a road and street system maintenance fee ordinance, creating a new chapter in the county code. The fee will not apply in any city unless the city council or commission, or the voters of the city, first agree to have the fee charged in that city. This vote does not allow the ordinance to apply in any city without future action by that city.

This fee is requested because current funding sources are not adequate to meet current and projected maintenance costs needed to keep the road system in a good and safe condition. County property taxes do not fund road maintenance; funding is primarily from state motor vehicle revenue. Revenue produced by this fee will allow more miles of road, now in poor condition and in need of repaving, to be resurfaced. This helps avoid the higher costs of reconstructing these roads at a later date.

If approved, the ordinance will create a special fund that can only be used for road system maintenance expenses in the unincorporated portion of the county and the cities that choose to participate. These expenses include road paving, surfaces and shouldering, bridge maintenance, guardrails, traffic operations, vegetation control, street sweeping and actual cost of fund administration. A fee will be charged to each person in control of developed property creating vehicle trips that use the road system and the money collected will be deposited in the fund.

The fee will be larger for a person whose property generates more vehicle trips. The number of daily trips for each type of land use activity will be estimated and grouped using the Institute of Traffic Engineers Trip Generation Manual, a nationally recognized standard method of vehicle trip estimation. Any person required to pay the fee can have that fee adjusted if the estimated trips from the manual are not accurate for the actual nonresidential use of the property.

CLACKAMAS COUNTY

Measure No. 3-115**ARGUMENT IN FAVOR**

Vote YES on Measure 3-115

The Clackamas County Road and Street Maintenance Fee**We see where the rubber hits the road- literally.**

As employees of Clackamas County and most cities in Clackamas County, we have seen first hand how important it is to keep roads and streets well maintained for safe driving. We have also seen road funds diminish and costs increase to do the job right. Even though as road workers we are constantly being trained to be more efficient in the work we do, resulting in cost savings, we have had to reduce road crews due to budget constraints.

Would you prefer to drive on gravel roads?

Existing road maintenance funding levels are just not adequate to get the job done to maintain our road system in Clackamas County. If we continue to let roads deteriorate we envision having to drive on gravel roads in some areas in the future.

Funds raised will be DEDICATED to maintaining our roads and streets- period.

We live and work in Clackamas County and will pay the monthly fee of \$2.17 per household just like everyone else. Funds received from the fee will go only to maintain roads and streets for safe driving. We think that is a small price to pay for safe roads and livable communities.

Where fee dollars will go:

Activities funded by Measure 3-115 will include:

- Preventative and corrective road treatment such as pothole patching and overlays
- Building road shoulders for safety
- Maintaining over 170 bridges
- Installing and maintaining guardrails
- Installing, repairing and maintaining traffic signals and signs
- Vegetation control to keep ditches and roadways clear and to keep water off the road surface to insure safe driving.

Maintaining our road system is what we do. We see the need firsthand.

We urge you to vote Yes on Measure 3-115

Thank you, from the members of the American Federation of State, County and Municipal Employees - Local 350.

Furnished by:
Don Morgan
American Federation of State, County and Municipal Employees (AFSCME)

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

ARGUMENT IN FAVOR

As your County Commissioners, we are asking for your YES vote for the Road and Street System Maintenance Fee.

Our responsibility is to **maintain and improve the quality of life in Clackamas County.**

The fact is much of the transportation infrastructure in the county is old and not designed for today's usage. 39% of our **streets and roads are in need of repair** or resurfacing. Failure to maintain these roads now will result in "rebuilding" them at a cost four to five times higher. We do not have the money for this costly alternative.

Sources of revenue to fund road maintenance have not kept pace with expenses. The state gas tax has not been increased since 1993. Federal timber receipts, also used to maintain roads, decreased 40% between 1988 and 2001 due to reduced timber harvests. **No property or income taxes go to road maintenance in Clackamas County.**

We have taken steps to **become as efficient as possible:** Outside Performance Audit recommendations have been implemented with reductions of overhead; 20% less staff; increased contracting with the private sector for major paving; and sharing equipment with other jurisdictions. But these efficiencies are just not enough to fill the gap—an **estimated \$7 million gap in road maintenance funding per year.**

The proposed Road and Street System Maintenance Fee would raise about \$2.7 million yearly for road maintenance, **an important and prudent step.**

Single family households will pay about \$2.17 a month, less than the price of a latte. Businesses will pay a fee based on the number of vehicle trips generated by the use.

We understand these are hard economic times. We believe it is prudent to ask you, the citizens, to **support maintaining our roads now at a substantial cost savings rather than face rebuilding them later at four to five times the cost.**

Furnished by:
Bill Kennemer
Larry Sowa
Martha Schrader
Clackamas County Board of Commissioners

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CLACKAMAS COUNTY

Measure No. 3-115

ARGUMENT IN FAVOR

For our **SAFETY**
For our **LIVABILITY**
For **COST SAVINGS NOW**
Vote **YES** on Measure 3-115

The Clackamas County Road and Street Maintenance Fee

As Chair of the **Clackamas County Coordinating Committee**, a **group of elected officials from the county, cities and service districts**, I urge your support of this measure. We meet regularly to review and discuss major land use, transportation and other issues and make recommendations for a coordinated countywide approach to problems. Individually, like you, we are residents, homeowners, commuters, and business people who live, work, and raise families in Clackamas County.

All on the Coordinating Committee agree on the need for funds to keep road maintenance activities at an adequate level in Clackamas County. Roads are an **important part of our quality of life and our economy**. Despite steps to save money in our road programs through reduced staffing levels, more reliance on private sector contractors, and implementation of recommendations from a performance audit to assure **we are operating as efficiently as possible**, 39% of our roads currently are in need of repair and resurfacing.

Along with two citizen groups, we studied and chose the Road and Street Maintenance Fee option for the purpose of raising approximately \$2.7 million annually. While the County could simply impose the fee on residents and businesses, given the tough financial times, we agreed the better thing to do was place the fee on the ballot and let the citizens themselves decide.

39% of our roads are in need of repair and resurfacing now. **If we wait to do this work, it will cost four to five times more to rebuild than to simply repair.** This needed fee, which is less than the cost of a monthly latte, makes sense even in tough economic times because it saves money in the long run.

PLEASE RESPOND YES TO MEASURE 3-115

Furnished by:
Bill Kennemer, Chairman
Clackamas County Coordinating Committee

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ARGUMENT IN FAVOR

Past Chair of the
NORTH CLACKAMAS COUNTY CHAMBER OF COMMERCE says
VOTE YES

The Clackamas County Road and Street Maintenance Fee

During my term as Chair of the Board of the North Clackamas County Chamber of Commerce, we focused on the success of business, economic, political and community development and quality of life issues affecting Clackamas County. **Safe, well maintained roads directly impact our quality of life and economic stability! I urge my fellow citizens to VOTE YES on the Clackamas County Road and Street Maintenance Fee.**

- **Maintained Roads and Streets are Good for Business and the Local Economy.** The transportation network in Clackamas County is critical in keeping roads safe for commerce, for freight to transport goods and for citizens to travel to work, school, shopping and for recreational activities.
- **Maintained Roads and Streets are Good for our Community.** We must keep roads in good driving condition for police, fire, ambulance and other emergency services vehicles, and maintain safe school routes for our children.
- **Maintaining Roads and Streets Now Makes Good Economic Sense.** The Road and Street Maintenance Fee makes sound fiscal sense now. **If we wait, we will risk paying four to five times more to rebuild versus prudent maintenance now.** This is the reason why we change oil in our cars – preventative maintenance is essential! The fee is fair: Single family households would pay \$2.17 a month. Businesses would pay a fee based on the number of vehicle trips generated by the use. We are the only county in the metropolitan region without a gas tax or road fee. We all need to do our share in maintaining our vital road and street network in Clackamas County.

**Join me in VOTING YES for
Safe and Maintained Roads and Streets!**

Furnished by:
Dr. Kenneth Chung

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

CLACKAMAS COUNTY

Measure No. 3-115**ARGUMENT IN FAVOR**

**IT'S GOOD FOR BUSINESS and GOOD FOR OUR ECONOMY!
VOTE YES!**

The Clackamas County Road and Street Maintenance Fee

The **Clackamas County Business Alliance** is a proactive organization working on issues impacting the economic vitality of our area. We believe that well maintained roads have a direct and positive impact on the economic strength of Clackamas County, and **we strongly urge your Yes vote on Measure 3-115.**

- **Positive Economic Impacts.** The Road and Street Maintenance Fee simply makes good economic sense, preserving the \$2 billion investment we have in our current road system and keeping our roads safe to transport customers, workers and goods to our businesses.
- **The Fee is Fair for Residents and Businesses.** Single family households would pay \$2.17 per month. Businesses would pay a fee based on the number of vehicle trips generated by their business. All users of the road system will pay their fair share of maintenance costs needed to keep the road system in good condition.
- **Why We Need this Fee NOW.** Property taxes are not used to fund road maintenance. The State gas tax has not been raised in ten years and revenue has been declining due to improved fuel economy and a stagnant economy. Federal forest timber receipts that also help fund road maintenance will end after 2006. Clearly, road fund revenue from current sources has not kept pace with the cost to maintain our road and street system.
- **Efficiencies are not enough to fill the Gap.** Clackamas County estimates about a \$7 million gap in road maintenance funding per year. Performance audit recommendations have been implemented; overhead reduced and increased outsourcing has saved money. These efficiencies have helped, but do not balance the budget.
- **Cost Effective.** Measure 3-115 would stabilize funding for the maintenance of roads in the county. By supporting this fair fee, motorist safety and the public's investment can be preserved.

Furnished by:
Paul DeMarco
Clackamas County Business Alliance

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

ARGUMENT IN FAVOR

Vote YES on Measure 3-115

The Clackamas County Road and Street Maintenance Fee

The **Associated General Contractors - Oregon Columbia Chapter** urges you to vote yes on the Clackamas County Road and Street Maintenance Fee. We have seen first hand the deterioration of roads in Clackamas County due to lack of sufficient funds to properly maintain them. This fee will raise approximately \$2.9 million annually which only partially meets the gap in needed road maintenance funding, but it is a start and makes good economic sense.

- **Good for the Economy of Clackamas County.** Clackamas County employs private sector contractors to overlay asphalt on county roads as a part of the road and street maintenance program. This partnership has resulted in the most cost-effective way to pave roads: more roads paved in less time for less money.
- **The Need for Timely Maintenance - Pay Now Or Pay More Later.** Much of the transportation infrastructure in the county is old and was not designed for today's usage. Pavement condition worsens at an increasing rate as the pavement gets older. The reason for this is that deterioration begins mostly at the surface, then progresses down into the underlying layers as surface cracks develop. Restoration of pavement near the end of its service life will typically cost 4-5 times more than the rejuvenation performed in a timely manner.
- **Transportation Investments Lead to Other Investments and a Healthier Economy.** Businesses need good roads to move their products and employees efficiently and effectively. Investing in much-needed road maintenance will help existing businesses and will send a message that our County is "open for business" to companies interested in locating here.

We believe that well maintained roads have a direct and positive impact on the economic vitality of Clackamas County, and **we strongly urge your Yes vote on Measure 3-115.**

Furnished by:
Craig S. Honeyman
Associated General Contractors
Oregon - Columbia Chapter

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

CLACKAMAS COUNTY

CITY OF ESTACADA

Measure No. 3-115

Measure No. 3-109

ARGUMENT IN FAVOR

VOTE YES! The Clackamas County Road and Street Maintenance Fee

As small business owners who build homes and neighborhoods in Clackamas County, we support Measure 3-115.

- **Quality Homes and Neighborhoods Need Quality Roads.** Just as we stand behind the homes we build as quality homes built to last, we also believe in supporting the livability features surrounding that home. Topping that list is an adequately maintained road and street network. But existing funding levels threaten the safety of roads and streets in your neighborhoods!
- **Measure 3-115 is an Investment in Your Property Value.** No one wants to drive down a poorly maintained road to get to and from your home, risking damage to their vehicle? Measure 3-115 protects both investments.
- **A Fee of \$2.17 a Month per Household is Fair.** We believe that a fee of \$2.17 a month per single family household is reasonable. That's less than a dime a day. Businesses would pay based on the number of vehicle trips generated by the use. We need to take this step to preserve our livability, our investments and our safety.

We strongly urge your Yes vote on Measure 3-115.

Dennis Derby
Clackamas

Ernie Platt
Damascus

Barry Larson
Clackamas

Jim Irvine
Boring

Furnished by:
Ernest E. Platt

**NO ARGUMENTS IN OPPOSITION
TO THIS MEASURE WERE FILED.**

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

BALLOT TITLE

ANNEXATION OF 9.58 ACRES INTO THE ESTACADA CITY LIMITS

QUESTION: Shall City of Estacada annex 9.58 acres off Darrow Road into the City?

SUMMARY: The Estacada Charter requires voter approval of annexations. Application for annexation must meet the requirements of section 10.814 of the city code. Property to be annexed must touch existing city limits, and there must be adequate city services such as schools, water, and roads to serve the property. The Planning Commission and City Council approved this application. Approval of this measure would bring this parcel into the Estacada City limits.

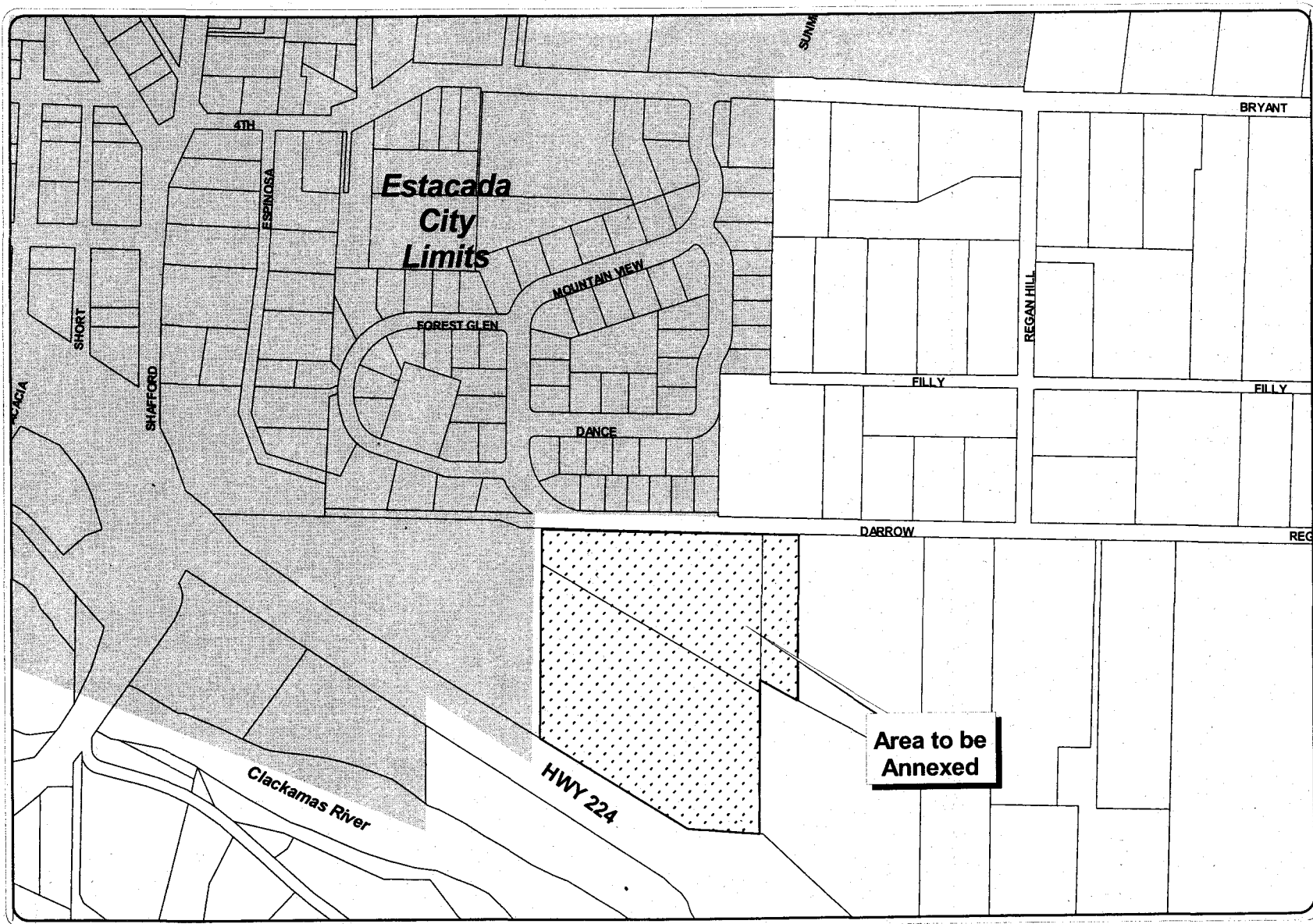
EXPLANATORY STATEMENT

The City of Estacada has received an application to annex into the City 9.58 acres of land describes as T3S, R4E, Section 28B, Tax Lots 1800, 2000 and 2100. An annexation brings land outside of the City into the City limits. Once the land is annexed, the City provides City services, makes land use decisions, and collects property taxes for the property. This property is within the City's urban growth boundary and is bordered by the City on two sides. The City has determined that this application meets the City Code requirements for annexation. Clackamas County has zoned the property RRFF-5. If annexed into the City, the property will be zoned R-1, low density residential, in accordance with the City Comprehensive Plan. Approval of this measure will bring this property within the City limits.

Furnished by:
Denise Carey
City of Estacada

**NO ARGUMENTS IN FAVOR OF OR
IN OPPOSITION TO THIS MEASURE WERE FILED.**

Measure 3-109 City of Estacada



CITY OF ESTACADA

CITY OF HAPPY VALLEY

Measure No. 3-114

BALLOT TITLE

ANNEXATION OF 31 ACRES NORTH OF CITY

QUESTION: Shall Happy Valley annex 31 acres of undeveloped land north of the City limits?

SUMMARY: The Happy Valley City Charter requires voter approval of annexations in certain areas adjoining the City. If approved, this measure would permit the Happy Valley City Council to annex 31 acres of land. This land is next to the north boundary of the City, and on the west side of Mt. Scott Blvd. It is currently vacant and intended only for residential use.

EXPLANATORY STATEMENT

DESCRIPTION: Annexation of approximately 31 acres to the City of Happy Valley

LOCATION: Adjacent to the northern boundary of the City of Happy Valley, west of Mt. Scott Boulevard

This measure seeks voter approval of the annexation into the City of Happy Valley of 31 acres of land adjoining the City's northern boundary. The Happy Valley City Charter requires that this annexation be approved by a vote of the electorate of the City of Happy Valley.

If this measure is approved, the City will be able to accept and evaluate an application for annexation of 31 undeveloped acres located next to the north boundary of the City and west of Mt. Scott Blvd. The attached map shows the territory to be annexed with cross-hatching. The land is an undeveloped part of the Lincoln Memorial Cemetery, and is no longer needed for cemetery purposes. It is within the Metro urban growth boundary.

This measure does not annex the property into the City but allows the City to accept and evaluate an application for annexation. A final decision on annexation of the affected property would take place only after the City Council determines that the application for annexation meets all applicable approval criteria. The Happy Valley Planning Commission and City Council will each conduct public hearings to consider the annexation if this measure is approved.

The 31 acres of undeveloped land proposed for annexation is currently vacant and is intended only for residential use.

The annexation would generate additional needs and costs for City services. The annexation would generate additional revenues through property taxes, permit fees, and system development charges.

Furnished by:
Wanda M. Kuppler, Recorder
City of Happy Valley

ARGUMENT IN FAVOR

This is an argument in support of Measure 3-114, which will allow the City of Happy Valley to annex 31-acres of land located north of the City on Mt. Scott Blvd. The land is located within the City's urban growth boundary and has been earmarked for development. The land, currently vacant and unused, provides little real benefit to the City from taxes or for other purposes. Development of the land outside the City's limits will not benefit the City. Annexation allows the City to benefit directly from the land because the City's tax base will increase. As residential land, the City will benefit from the increased property taxes generated. The City will also benefit from the construction related jobs that will be created. In times such as these, where Oregon leads the nation in unemployment, the future economic stimulation represented by this annexation should be welcomed. Finally, annexation of this small site provides a buffer to development by other jurisdictions.

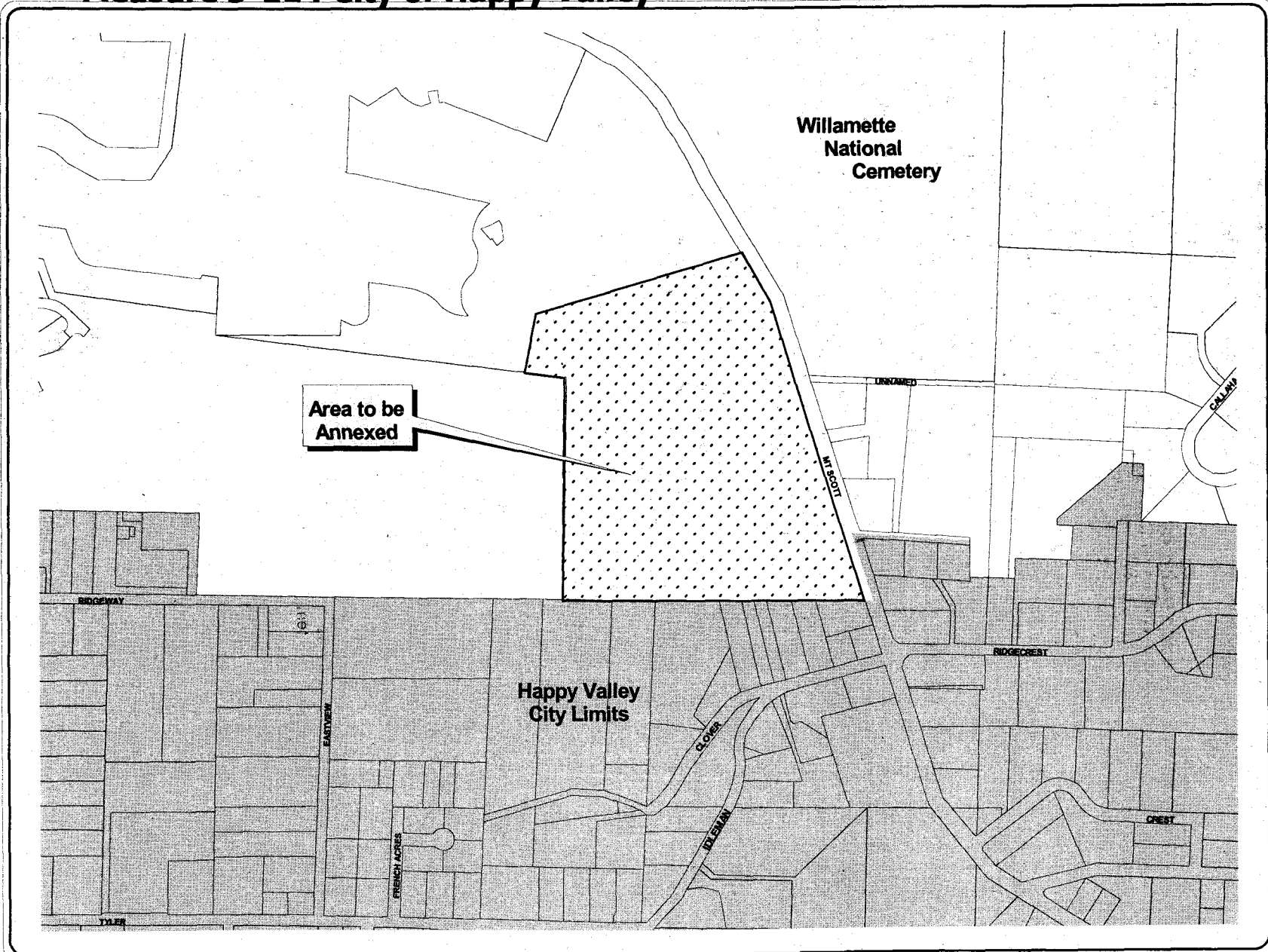
If the voters approve the annexation, the Happy Valley Planning Commission and City Council must still give notice to neighbors and hold public hearings to approve the annexation, zoning and development on the site. Approval of this annexation by the voters simply allows the City Council to consider the application, it does not approve any development.

Furnished by:
Frank M. Flynn
SCI Oregon Funeral Services, Inc.

**NO ARGUMENTS IN OPPOSITION
TO THIS MEASURE WERE FILED.**

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

Measure 3-114 City of Happy Valley



Area to be Annexed

Willamette National Cemetery

Happy Valley City Limits

CITY OF HAPPY VALLEY

BALLOT DROP SITE LOCATIONS

Ballots for the November 4, 2003 special election may be deposited at any of the following locations **beginning Saturday, October 18 through Tuesday, November 4**. However, ballots will **not** be accepted at any location **after 8:00 p.m.** on Tuesday, November 4 (election day). Current hours (as of publication) are listed below.

Canby Library

292 N. Holly
Canby
Phone: 503-266-3394
Mon CLOSED
T - Th 1:00 pm - 8:00 pm
F, Sat 11:00 am - 6:00 pm
Sun 1:00 pm - 5:00 pm

Clackamas Corner Library

11750 S.E. 82nd Ave., Ste. D
Portland
(N.E. corner - Town Ctr lot)
Phone: 503-722-6222
Mon CLOSED
T - Th 10:00 am - 8:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 12:00 pm - 5:00 pm

Estacada Library

475 S.E. Main St.
Estacada
Phone: 503-630-8273
M - Th 9:00 am - 8:00 pm
Fri 9:00 am - 6:00 pm
Sat 10:00 am - 5:00 pm
Sun 12:00 pm - 5:00 pm

Gladstone Library

135 E. Dartmouth St.
Gladstone
Phone: 503-656-2411
M - Th 11:00 am - 9:00 pm
F, Sat 11:00 am - 5:30 pm
Sun CLOSED

Hoodland Library

68236 E. Hwy 26
Welches
Phone: 503-622-3460
T - Th 12:00 pm - 8:00 pm
F, Sat 12:00 pm - 5:00 pm
Sun - M CLOSED

Lake Oswego Library

706 S.W. 4th St.
Lake Oswego
Phone: 503-636-7628
M - Th 10:00 am - 9:00 pm
F, Sat 10:00 am - 6:00 pm
Sun 1:00 pm - 6:00 pm

Ledding Library of Milwaukie

10660 S.E. 21st Ave.
Milwaukie
Phone: 503-786-7580
M - W 12:00 pm - 9:00 pm
Th - Sat 12:00 pm - 5:30 pm
Sun 12:00 pm - 5:00 pm

Molalla Library

201 E. 5th St.
Molalla
Phone: 503-829-2593
M - Tues 11:00 am - 6:30 pm
Wed - Sat 9:30 am - 5:00 pm
Sun CLOSED
Election Day
11/4 11:00 am - 8:00 pm

Oak Lodge Library

16201 S.E. McLoughlin Blvd.
Oak Grove
Phone: 503-655-8543
Mon CLOSED
T - Th 10:00 am - 8:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 12:00 pm - 5:00 pm

Oregon City Library

362 Warner Milne Road
Oregon City
Phone: 503-657-8269
Mon CLOSED
T - Th 10:00 am - 8:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 1:00 pm - 5:00 pm

Sandy Library

38980 Proctor Blvd.
Sandy
Phone: 503-668-5537
M - W 7:00 am - 8:00 pm
Th 7:00 am - 6:00 pm
Fri 10:00 am - 6:00 pm
Sat 10:00 am - 5:00 pm
Sun 1:00 pm - 5:00 pm

West Linn Library

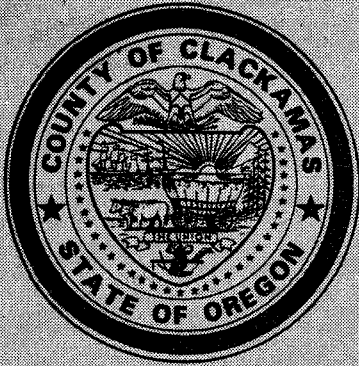
1595 Burns St.
West Linn
Phone: 503-656-7853
M - Th 10:00 am - 8:00 pm
Fri - Sun 12:00 pm - 6:00 pm

Wilsonville Library

8200 S.W. Wilsonville Road
Wilsonville
Phone: 503-682-2744
M - Th 10:00 am - 9:00 pm
F, Sat 10:00 am - 5:30 pm
Sun 1:30 pm - 5:00 pm

Clackamas County Elections

825 Portland Ave.
Gladstone
Phone: 503-655-8510
M - F 8:30 am - 5:00 pm
Election Day 7:00 am - 8:00 pm
Ballot drop slot (front of building, right of front door) available 24 hours every day.



ELECTIONS DIVISION
825 PORTLAND AVENUE
GLADSTONE, OR 97027

SHERRY HALL
COUNTY CLERK

Visit us on the Web!
www.co.clackamas.or.us/elections

Election results will be posted on the Internet beginning shortly after 8:00 P.M. on election night.

MEASURE ARGUMENTS PRINTED
AS FILED

VOTED BALLOTS MUST BE
RECEIVED AT THE ELECTIONS
OFFICE OR AT ANY
DROP SITE LOCATION
(LISTED ON PAGE 16)
BY 8:00 P.M. ON TUESDAY,
NOVEMBER 4, 2003
TO BE COUNTED.

CLACKAMAS COUNTY VOTERS' PAMPHLET

SPECIAL ELECTION

NOVEMBER 4, 2003



CLACKAMAS COUNTY

Measure No. 3-115

BALLOT TITLE

COUNTY ROAD AND STREET SYSTEM MAINTENANCE FEE ORDINANCE, CITY OPTION

QUESTION: Shall the voters enact an ordinance creating a county road system maintenance fee which allows cities a choice to participate?

SUMMARY: This measure will enact a road and street system maintenance fee ordinance. The fee will only apply to the unincorporated area of Clackamas County and in any city which agrees to have the fee charged in that city. This vote does not allow the ordinance to apply in any city without future city approval. Money collected in unincorporated Clackamas County will be spent only in the unincorporated area. If a city participates, money collected in that city will be spent there.

Use of funds limited to road maintenance purposes, such as paving, street sweeping, replacement of signals and signs and vegetation control. Users of the road system will be charged using standard trip estimates for different land uses groups. Monthly fee examples: single family home - \$2.17; fast food restaurant - \$29.44 per one thousand square feet of space. The fee is set by the number of vehicle trips generated by the use. Fewer trips means a lower fee.

Nonresidential fees can be adjusted if the estimate differs from actual trip generation; other exemptions allowed.

EXPLANATORY STATEMENT

The Board of County Commissioners is asking the voters of the county to enact a road and street system maintenance fee ordinance, creating a new chapter in the county code. The fee will not apply in any city unless the city council or commission, or the voters of the city, first agree to have the fee charged in that city. This vote does not allow the ordinance to apply in any city without future action by that city.

This fee is requested because current funding sources are not adequate to meet current and projected maintenance costs needed to keep the road system in a good and safe condition. County property taxes do not fund road maintenance; funding is primarily from state motor vehicle revenue. Revenue produced by this fee will allow more miles of road, now in poor condition and in need of repaving, to be resurfaced. This helps avoid the higher costs of reconstructing these roads at a later date.

If approved, the ordinance will create a special fund that can only be used for road system maintenance expenses in the unincorporated portion of the county and the cities that choose to participate. These expenses include road paving, surfaces and shouldering, bridge maintenance, guardrails, traffic operations, vegetation control, street sweeping and actual cost of fund administration. A fee will be charged to each person in control of developed property creating vehicle trips that use the road system and the money collected will be deposited in the fund.

The fee will be larger for a person whose property generates more vehicle trips. The number of daily trips for each type of land use activity will be estimated and grouped using the Institute of Traffic Engineers Trip Generation Manual, a nationally recognized standard method of vehicle trip estimation. Any person required to pay the fee can have that fee adjusted if the estimated trips from the manual are not accurate for the actual nonresidential use of the property.

The ordinance creates some exemptions such as a person in control of vacant property will not be charged the fee, nor will a person who does not drive and does not allow more than an incidental use of the road system from their property (such as mail or package delivery).

The ordinance calls for a monthly rate of 23 cents per estimated daily trip generated on a property. The charge will be adjusted annually based on consumer price and construction cost indexes. If approved, the charge for a single-family home would be \$2.17 per month. An apartment unit will be charged \$1.38 per month. Similar commercial and industrial uses will be grouped and charged at the same 23 cents per trip rate, with the actual fee set by the estimated number of trips from each use group.

If a city chooses to participate, the money collected in the city will be used in that city and not elsewhere. Money collected in the unincorporated county will be spent in the unincorporated area.

Furnished by:
Board of County Commissioners
Clackamas County

CLACKAMAS COUNTY

Measure No. 3-115**ARGUMENT IN FAVOR**Vote **YES** on **Measure 3-115****The Clackamas County Road and Street Maintenance Fee****We see where the rubber hits the road- literally.**

As employees of Clackamas County and most cities in Clackamas County, we have seen first hand how important it is to keep roads and streets well maintained for safe driving. We have also seen road funds diminish and costs increase to do the job right. Even though as road workers we are constantly being trained to be more efficient in the work we do, resulting in cost savings, we have had to reduce road crews due to budget constraints.

Would you prefer to drive on gravel roads?

Existing road maintenance funding levels are just not adequate to get the job done to maintain our road system in Clackamas County. If we continue to let roads deteriorate we envision having to drive on gravel roads in some areas in the future.

Funds raised will be DEDICATED to maintaining our roads and streets- period.

We live and work in Clackamas County and will pay the monthly fee of \$2.17 per household just like everyone else. Funds received from the fee will go only to maintain roads and streets for safe driving. We think that is a small price to pay for safe roads and livable communities.

Where fee dollars will go:

Activities funded by Measure 3-115 will include:

- Preventative and corrective road treatment such as pothole patching and overlays
- Building road shoulders for safety
- Maintaining over 170 bridges
- Installing and maintaining guardrails
- Installing, repairing and maintaining traffic signals and signs
- Vegetation control to keep ditches and roadways clear and to keep water off the road surface to insure safe driving.

Maintaining our road system is what we do. We see the need firsthand.

We urge you to vote Yes on Measure 3-115

Thank you, from the members of the American Federation of State, County and Municipal Employees - Local 350.

Furnished by:

Don Morgan

American Federation of State, County and Municipal Employees (AFSCME)

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

ARGUMENT IN FAVOR

As your County Commissioners, we are asking for your **YES** vote for the Road and Street System Maintenance Fee.

Our responsibility is to **maintain and improve the quality of life in Clackamas County.**

The fact is much of the transportation infrastructure in the county is old and not designed for today's usage. 39% of our **streets and roads are in need of repair** or resurfacing. Failure to maintain these roads now will result in "rebuilding" them at a cost four to five times higher. We do not have the money for this costly alternative.

Sources of revenue to fund road maintenance have not kept pace with expenses. *The state gas tax has not been increased since 1993.* Federal timber receipts, also used to maintain roads, decreased 40% between 1988 and 2001 due to reduced timber harvests. **No property or income taxes go to road maintenance in Clackamas County.**

We have taken steps to **become as efficient as possible:** Outside Performance Audit recommendations have been implemented with reductions of overhead; 20% less staff; increased contracting with the private sector for major paving; and sharing equipment with other jurisdictions. But these efficiencies are just not enough to fill the gap—an **estimated \$7 million gap in road maintenance funding per year.**

The proposed Road and Street System Maintenance Fee would raise about \$2.7 million yearly for road maintenance, **an important and prudent step.**

Single family households will pay about \$2.17 a month, less than the price of a latte. Businesses will pay a fee based on the number of vehicle trips generated by the use.

We understand these are hard economic times. We believe it is prudent to ask you, the citizens, to **support maintaining our roads now at a substantial cost savings rather than face rebuilding them later at four to five times the cost.**

Furnished by:

Bill Kenemer

Larry Sowa

Martha Schrader

Clackamas County Board of Commissioners

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CLACKAMAS COUNTY

Measure No. 3-115

ARGUMENT IN FAVOR

For our **SAFETY**
For our **LIVABILITY**
For **COST SAVINGS NOW**
Vote YES on Measure 3-115

The Clackamas County Road and Street Maintenance Fee

As Chair of the **Clackamas County Coordinating Committee, a group of elected officials from the county, cities and service districts**, I urge your support of this measure. We meet regularly to review and discuss major land use, transportation and other issues and make recommendations for a coordinated countywide approach to problems. Individually, like you, we are residents, homeowners, commuters, and business people who live, work, and raise families in Clackamas County.

All on the Coordinating Committee agree on the need for funds to keep road maintenance activities at an adequate level in Clackamas County. Roads are an **important part of our quality of life and our economy**. Despite steps to save money in our road programs through reduced staffing levels, more reliance on private sector contractors, and implementation of recommendations from a performance audit to assure **we are operating as efficiently as possible**, 39% of our roads currently are in need of repair and resurfacing.

Along with two citizen groups, we studied and chose the Road and Street Maintenance Fee option for the purpose of raising approximately \$2.7 million annually. While the County could simply impose the fee on residents and businesses, given the tough financial times, we agreed the better thing to do was place the fee on the ballot and let the citizens themselves decide.

39% of our roads are in need of repair and resurfacing now. **If we wait to do this work, it will cost four to five times more to rebuild than to simply repair.** This needed fee, which is less than the cost of a monthly latte, makes sense even in tough economic times because it saves money in the long run.

PLEASE RESPOND YES TO MEASURE 3-115

Furnished by:
Bill Kenemer, Chairman
Clackamas County Coordinating Committee

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ARGUMENT IN FAVOR

Past Chair of the
NORTH CLACKAMAS COUNTY CHAMBER OF COMMERCE says
VOTE YES

The Clackamas County Road and Street Maintenance Fee

During my term as Chair of the Board of the North Clackamas County Chamber of Commerce, we focused on the success of business, economic, political and community development and quality of life issues affecting Clackamas County. **Safe, well maintained roads directly impact our quality of life and economic stability! I urge my fellow citizens to VOTE YES on the Clackamas County Road and Street Maintenance Fee.**

- **Maintained Roads and Streets are Good for Business and the Local Economy.** The transportation network in Clackamas County is critical in keeping roads safe for commerce, for freight to transport goods and for citizens to travel to work, school, shopping and for recreational activities.
- **Maintained Roads and Streets are Good for our Community.** We must keep roads in good driving condition for police, fire, ambulance and other emergency services vehicles, and maintain safe school routes for our children.
- **Maintaining Roads and Streets Now Makes Good Economic Sense.** The Road and Street Maintenance Fee makes sound fiscal sense now. **If we wait, we will risk paying four to five times more to rebuild versus prudent maintenance now.** This is the reason why we change oil in our cars – preventative maintenance is essential! The fee is fair: Single family households would pay \$2.17 a month. Businesses would pay a fee based on the number of vehicle trips generated by the use. We are the only county in the metropolitan region without a gas tax or road fee. We all need to do our share in maintaining our vital road and street network in Clackamas County.

**Join me in VOTING YES for
Safe and Maintained Roads and Streets!**

Furnished by:
Dr. Kenneth Chung

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

CLACKAMAS COUNTY

Measure No. 3-115**ARGUMENT IN FAVOR**

**IT'S GOOD FOR BUSINESS AND GOOD FOR OUR ECONOMY!
VOTE YES!**

The Clackamas County Road and Street Maintenance Fee

The **Clackamas County Business Alliance** is a proactive organization working on issues impacting the economic vitality of our area. We believe that well maintained roads have a direct and positive impact on the economic strength of Clackamas County, and **we strongly urge your Yes vote on Measure 3-115.**

- **Positive Economic Impacts.** The Road and Street Maintenance Fee simply makes good economic sense, preserving the \$2 billion investment we have in our current road system and keeping our roads safe to transport customers, workers and goods to our businesses.
- **The Fee is Fair for Residents and Businesses.** Single family households would pay \$2.17 per month. Businesses would pay a fee based on the number of vehicle trips generated by their business. All users of the road system will pay their fair share of maintenance costs needed to keep the road system in good condition.
- **Why We Need this Fee NOW.** Property taxes are not used to fund road maintenance. The State gas tax has not been raised in ten years and revenue has been declining due to improved fuel economy and a stagnant economy. Federal forest timber receipts that also help fund road maintenance will end after 2006. Clearly, road fund revenue from current sources has not kept pace with the cost to maintain our road and street system.
- **Efficiencies are not enough to fill the Gap.** Clackamas County estimates about a \$7 million gap in road maintenance funding per year. Performance audit recommendations have been implemented; overhead reduced and increased outsourcing has saved money. These efficiencies have helped, but do not balance the budget.
- **Cost Effective.** Measure 3-115 would stabilize funding for the maintenance of roads in the county. By supporting this fair fee, motorist safety and the public's investment can be preserved.

Furnished by:
Paul DeMarco
Clackamas County Business Alliance

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ARGUMENT IN FAVOR

Vote YES on Measure 3-115

The Clackamas County Road and Street Maintenance Fee

The **Associated General Contractors - Oregon Columbia Chapter** urges you to vote yes on the Clackamas County Road and Street Maintenance Fee. We have seen first hand the deterioration of roads in Clackamas County due to lack of sufficient funds to properly maintain them. This fee will raise approximately \$2.9 million annually which only partially meets the gap in needed road maintenance funding, but it is a start and makes good economic sense.

- **Good for the Economy of Clackamas County.** Clackamas County employs private sector contractors to overlay asphalt on county roads as a part of the road and street maintenance program. This partnership has resulted in the most cost-effective way to pave roads: more roads paved in less time for less money.
- **The Need for Timely Maintenance - Pay Now Or Pay More Later.** Much of the transportation infrastructure in the county is old and was not designed for today's usage. Pavement condition worsens at an increasing rate as the pavement gets older. The reason for this is that deterioration begins mostly at the surface, then progresses down into the underlying layers as surface cracks develop. Restoration of pavement near the end of its service life will typically cost 4-5 times more than the rejuvenation performed in a timely manner.
- **Transportation Investments Lead to Other Investments and a Healthier Economy.** Businesses need good roads to move their products and employees efficiently and effectively. Investing in much-needed road maintenance will help existing businesses and will send a message that our County is "open for business" to companies interested in locating here.

We believe that well maintained roads have a direct and positive impact on the economic vitality of Clackamas County, and **we strongly urge your Yes vote on Measure 3-115.**

Furnished by:
Craig S. Honeyman
Associated General Contractors
Oregon - Columbia Chapter

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

CLACKAMAS COUNTY

Measure No. 3-115

ARGUMENT IN FAVOR

VOTE YES! The Clackamas County Road and Street Maintenance Fee

As small business owners who build homes and neighborhoods in Clackamas County, we support Measure 3-115.

- **Quality Homes and Neighborhoods Need Quality Roads.** Just as we stand behind the homes we build as quality homes built to last, we also believe in supporting the livability features surrounding that home. Topping that list is an adequately maintained road and street network. But existing funding levels threaten the safety of roads and streets in your neighborhoods!
- **Measure 3-115 is an Investment in Your Property Value.** No one wants to drive down a poorly maintained road to get to and from your home, risking damage to their vehicle? Measure 3-115 protects both investments.
- **A Fee of \$2.17 a Month per Household is Fair.** We believe that a fee of \$2.17 a month per single family household is reasonable. That's less than a dime a day. Businesses would pay based on the number of vehicle trips generated by the use. We need to take this step to preserve our livability, our investments and our safety.

We strongly urge your Yes vote on Measure 3-115.

Dennis Derby
Clackamas

Ernie Platt
Damascus

Barry Larson
Clackamas

Jim Irvine
Boring

Furnished by:
Ernest E. Platt

**NO ARGUMENTS IN OPPOSITION
TO THIS MEASURE WERE FILED.**

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

CITY OF CANBY

Measure No. 3-110

BALLOT TITLE

MEASURE APPROVING ANNEXATION OF 9.7 ACRES INTO CITY OF CANBY

QUESTION: Shall 9.7 acres located south of SE 13th Avenue and east of S. Ivy be annexed into Canby?

SUMMARY: Annexation is the legal process to bring property inside the City limits. Willow Creek Estates, Inc., has filed an application asking the City to bring 9.7 acres of property into the City limits. The legal description of the property is Tax Lot 4700 of Tax Map 4-1E-04DA. The lot is located on the south side of SE 13th Avenue, east of S. Ivy Street and west of Tofte Farms III subdivision. This application has previously been approved by the Planning Commission and City Council. The property is vacant farmland and is surrounded on all sides by property within the City limits. This property is designated priority "A" for annexation. The City's Zoning Map calls for low density residential for the property upon annexation. Although no development application is pending at this time, future development would allow approximately thirty-nine (39) new single family lots. Any further development does require City review and must comply with land use laws.

EXPLANATORY STATEMENT

This measure would approve the annexation of 9.7 acres into the city limits of the City of Canby. The property which would be included within the City boundaries is known as Tax Lot 4700 of Tax Map 4-1E-04DA and is located generally in the south central part of the City. Tax Lot 4700 is currently zoned EFU (Exclusive Farm Use) under County zoning. If annexation into the City is approved by the voters, the property would be rezoned Low Density Residential as required under the City's Comprehensive Land Use Plan (Comp Plan).

Tax Lot 4700 is owned by A. Wayne, Marlene, Thomas, Jeffrey and Shelene Scott. The applicant is Willow Creek Estates, Inc. It has filed the application for annexation as allowed by Oregon law. The City, following its Charter, has put this matter before the voters for approval.

The property is located on the south side of SE 13th Avenue, east of S. Ivy Street and west of Tofte Farms III subdivision. The 9.7 acres is presently vacant farmland, but is surrounded on all four sides by property that is within the City limits. Under the current zoning regulations, future development would allow approximately thirty-nine (39) lots to be developed. However, annexation alone does not set the future uses to be built on the property. Any further development would have to comply with state and local land use laws and would be subject to public review.

The Canby Comp Plan also designates properties for annexation as Priority "A", "B" or "C". Priority "A" properties shall generally be annexed prior to those areas shown as Priority "B" which, in turn, shall generally be annexed prior to those areas shown as Priority "C". This lot is designated Priority "A" property. The Canby Planning Commission and Canby City Council approved the application unanimously.

Furnished by:
Chaunee Seifried,
Canby City Recorder - Pro tem

**NO ARGUMENTS IN FAVOR OF OR
IN OPPOSITION TO THIS MEASURE WERE FILED.**

CITY OF CANBY

Measure No. 3-111**BALLOT TITLE****MEASURE APPROVING ANNEXATION OF .92 ACRES INTO CITY OF CANBY**

QUESTION: Shall .92 acres located east of N Redwood Street south of NE 19th Loop be annexed into Canby?

SUMMARY: Annexation is the legal process to bring property inside the City limits. Allen Manuel has filed an application on behalf of the owner, Ethan Manuel, asking the City to bring .92 acres of property into the City limits. The legal description of the property is Tax Lot 1100 of Tax Map 3-1E-27C. The lot is located on the east side of N Redwood Street, just south of NE 19th Loop. This application was previously denied by the Planning Commission, but was approved by the City Council. The property contains one single family residence. Properties to the north and west, across N Redwood Street from the site, are inside the City limits. Properties to the south and east are outside the City limits, but within the urban growth boundary. The property is designated priority "B" for annexation. Upon annexation, the property will be zoned R-1, Low Density Residential. Although no development application is pending at this time, the applicant has indicated he wishes to construct 4 additional single family residences on the site. Any further development does require City review and must comply with land use laws.

unanimously to deny the application, but the Canby City Council unanimously voted to approve the application and refer it to a vote of the Canby electorate.

Furnished by:
Chaunee Seifried,
Canby City Recorder - Pro tem

EXPLANATORY STATEMENT

This measure would approve the annexation of .92 acres into the city limits of the City of Canby. The property which would be included within the City boundaries is known as Tax Lot 1100 of Tax Map 3-1E-27C and is located generally in the northeastern part of the City. Tax Lot 1100 is currently zoned RRF-5 (Rural Residential Farm and Forest, 5 acre minimum) under County zoning. If annexation into the City is approved by the voters, tax lot 1100 would be rezoned to R-1, Low Density Residential as required under the City's Comprehensive Land Use Plan (Comp Plan).

Tax Lot 1100 is owned by Ethan Manuel. Allen Manuel has filed the application for annexation on behalf of the owner as allowed by Oregon law. The City, following its Charter, has put this matter before the voters for approval.

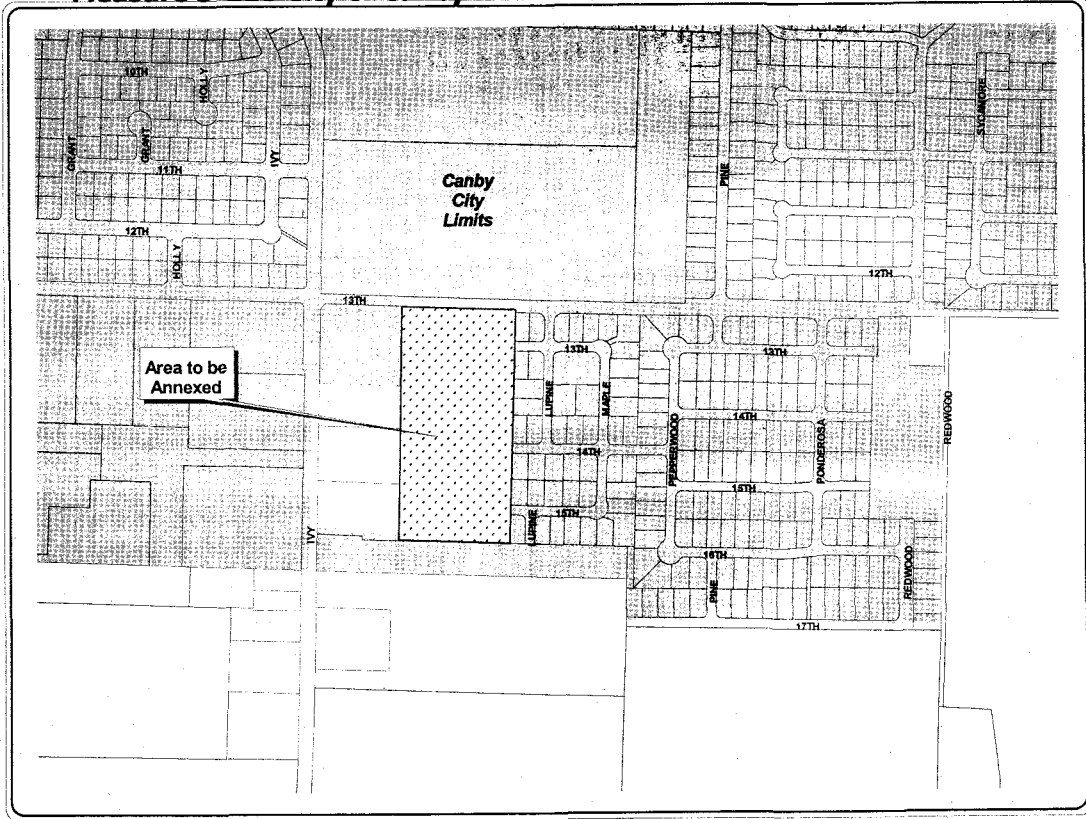
The property is located on the east side of N Redwood Street, just south of NE 19th Loop. The .92 acres is presently vacant with one existing single family residence on the site. It is bordered on the north and west by residential development within the City. Properties to the south and east are outside of City limits, but within the City's urban growth boundary. Under the current zoning regulations, the applicant proposes to build 4 additional single family residences on the site. However, annexation alone does not set the future uses to be built on the property. Any further development would have to comply with state and local land use laws and would be subject to public review.

The Canby Comp Plan also designates properties for annexation as Priority "A", "B" or "C". Priority "A" properties shall generally be annexed prior to those areas shown as Priority "B" which, in turn, shall generally be annexed prior to those areas shown as Priority "C". The property is priority "B". The Canby Planning Commission voted

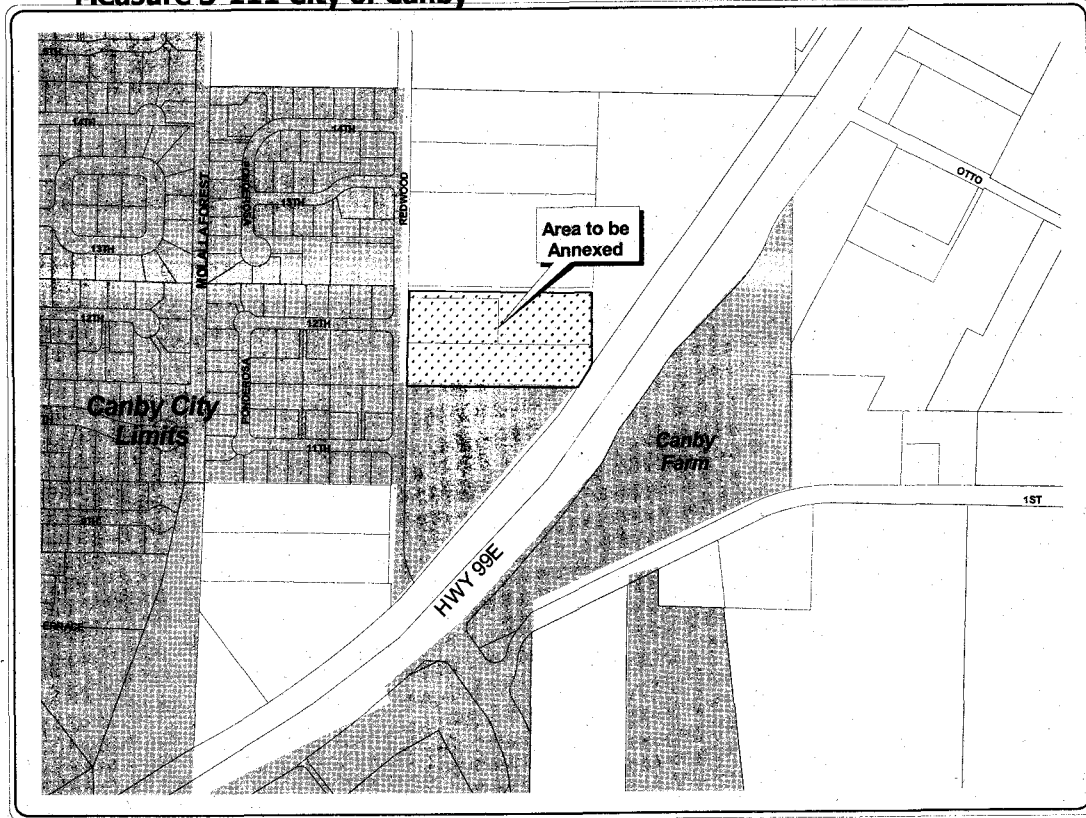
**NO ARGUMENTS IN FAVOR OF OR
IN OPPOSITION TO THIS MEASURE WERE FILED.**

CITY OF CANBY

Measure 3-110 City of Canby



Measure 3-111 City of Canby



CITY OF CANBY

Measure No. 3-112**BALLOT TITLE****MEASURE APPROVING ANNEXATION OF 40.54 ACRES INTO CITY OF CANBY**

QUESTION: Shall 40.54 acres located south of SE 17th Avenue and east of S. Ivy be annexed into Canby?

SUMMARY: Annexation is the legal process to bring property inside the City limits. Renaissance Development has filed an application asking the City to bring 40.54 acres of property into the City limits. The legal description of the property is Tax Lot 2300 of Tax Map 4-1E-03 and Tax Lot 1200 of Tax Map 4-1E-04D. The lots are located on the south side of SE 17th Avenue, east of S. Ivy Street and north of the Molalla River. This application has previously been approved by the Planning Commission and City Council. The property is vacant farmland. Tofte Farms subdivision borders on the north, but the remaining properties surrounding the parcels on the west, south and east are outside the current city limits. Approximately 4.5 acres of this property is designated priority "A" for annexation, approximately 0.5 acres is designated priority "B" and the remaining 35.54 acres is designated Priority "C". Upon annexation, the City's Zoning Map calls for low density residential for all but one (1) acre of the parcel. One acre, which abuts S. Ivy Street, is to be zoned medium density residential. Although no development application is pending at this time, future development would allow approximately one hundred forty-seven (147) new single family lots. Any further development does require City review and must comply with land use laws.

property has a split priority with a small amount (4.5 acres) being priority "A", some priority "B" (0.5 acres) and the majority being priority "C" (35.54 acres). The applicant has proposed dedication to the City of a 2 acre public park within the development and a strip for a pathway along the property's frontage above the Molalla River as a special benefit to the City. The Canby Planning Commission and Canby City Council approved the application unanimously.

Furnished by:
Chaunee Seifried,
Canby City Recorder - Pro Tem

EXPLANATORY STATEMENT

This measure would approve the annexation of 40.54 acres into the city limits of the City of Canby. The property which would be included within the City boundaries is known as Tax Lot 2300 of Tax Map 4-1E-03 and Tax Lot 1200 of Tax Map 4-1E-04D and is located generally in the south central part of the City. Tax Lots 2300 and 1200 are currently zoned EFU (Exclusive Farm Use) under County zoning. If annexation into the City is approved by the voters, all but one (1) acre of the property would be rezoned to Low Density Residential as required under the City's Comprehensive Land Use Plan (Comp Plan). The one remaining acre, which abuts S. Ivy Street, would be rezoned to Medium Density Residential.

Tax Lots 2300 and 1200 are owned by Harvey and D'Anne Tofte. The applicant is Renaissance Development. It has filed the application for annexation as allowed by Oregon law. The City, following its Charter, has put this matter before the voters for approval.

The property is located on the south side of SE 17th Avenue, east of S. Ivy Street and north of the Molalla River. The 40.54 acres is presently vacant farmland, and is bordered on the north by Tofte Farms subdivision. It is surrounded on the west, south and east by property that is not within the City limits. Under the current zoning regulations, future development would allow approximately one hundred forty-seven (147) lots to be developed. However, annexation alone does not set the future uses to be built on the property. Any further development would have to comply with state and local land use laws and would be subject to public review.

The Canby Comp Plan also designates properties for annexation as Priority "A", "B" or "C". Priority "A" properties shall generally be annexed prior to those areas shown as Priority "B" which, in turn, shall generally be annexed prior to those areas shown as Priority "C". The

CITY OF CANBY

Measure No. 3-112

ARGUMENT IN FAVOR

The residents of Canby deserve quality development that is mindful of community standards and the history of this beautiful city. **A yes vote for Measure 3-112** will annex the property commonly known as **Tofte Farms South** into the City of Canby so the property can be developed in accordance with city development standards. In addition, the annexation will provide the following benefits to the Canby community:

-Quality homes with a community pool for HOA use. Renaissance Homes is committed to building unique homes in accordance with community values

-An economic boost. Employing local businesses and contractors is a tradition at Renaissance Homes

-A phasing process over a minimum of 3 years--Tofte Farms South will emerge slowly, limiting immediate impacts on city infrastructure

In addition, Renaissance Homes has embraced the City of Canby, donating a 2 acre park to the city, donating 13.3 acres with a pathway along the Molalla River to become part of the City's Emerald Necklace and contributing over \$14,000 to local schools, organizations and charities.

With your **yes vote on Measure 3-112 Tofte Farms South** will become a welcome addition to your city. Renaissance Homes is committed to Canby and we are looking forward to working with you and becoming your neighbor.

Randal S. Sebastian, President
Renaissance Homes

Furnished by:
Joseph Keizur
Yes on Measure 3-112: Tofte Farms South

ARGUMENT IN FAVOR

As local business owners here in Canby, **we endorse Measure 3-112, Tofte Farms South**, and urge your yes vote.

The State of Oregon needs jobs. Oregon currently has the highest unemployment rate in the country. Even more alarming, the unemployment rate among the building trades hovers around 35%. **Developing Tofte Farms South would create new jobs and business within our community.**

Renaissance Homes, the developer of Tofte Farms South, is well known for using local labor and contractors to build quality homes for families. **These are living wage jobs that will provide for members of our community.** We cannot afford to pass up jobs and economic development when our state and local community is suffering.

We support Measure 3-112, Tofte Farms South, because we know Renaissance Homes will work to create quality homes with local labor and products.

Please Vote Yes for Measure 3-112, Tofte Farms South.

Roth Heating & Cooling
Canby Excavating
Canby Builder's Supply

Furnished by:
Joseph Keizur
Yes on Measure 3-112: Tofte Farms South

The printing of this argument does not constitute an endorsement by Clackamas County, nor does the county warrant the accuracy or truth of any statements made in the argument.

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CITY OF CANBY

Measure No. 3-112

ARGUMENT IN FAVOR

As a County, we've been working on ways to maintain our quality of life in these times of growth and change. Thus, the Tofte Farms South annexation proposal (Measure 3-112) caught my attention:

- Unanimously supported by the two oversight bodies, the Planning Commission and the City Council
- 13 acres of parkland and trail along the Molalla River added to help complete the City's Emerald Necklace
- A second park for further livability
- Local, Canby/Clackamas County businesses for labor and supplies
- Scheduled in phases to minimize impacts on the community

These sound consistent with the high quality of life standards we have been endeavoring to encourage.

Furnished by:
Bill Kennemer
Chair, Clackamas County Board of Commissioners

ARGUMENT IN FAVOR

I support Measure 3-112, the Tofte Farms South annexation, because of the benefits this development will bring to the community of Canby.

- Voting yes on Measure 3-112 assures the **City of Canby a well planned development on a piece of land that is ready to be developed**
- **Economic Development: Measure 3-112 will bring jobs to local contractors and laborers**
- **A new 2 acre park for the community to enjoy**
- **13.3 acres of park land and a pathway along the Molalla River which will become a part of the city's Emerald Necklace**

Measure 3-112, Tofte Farms South, is a sensible development that will provide the City of Canby with new parks, new homes and jobs.

Vote Yes on Measure 3-112

Furnished by:
Larry Sowa
Clackamas County Commissioner

**NO ARGUMENTS IN OPPOSITION TO
THIS MEASURE WERE FILED.**

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CITY OF CANBY

Measure No. 3-113

BALLOT TITLE

MEASURE APPROVING ANNEXATION OF 4.6 ACRES INTO CITY OF CANBY

QUESTION: Shall 4.6 acres located east of N Redwood Street across from NE 12th Avenue be annexed into Canby?

SUMMARY: Annexation is the legal process to bring property inside the City limits. ManDan LLC has filed an application asking the City to bring 4.6 acres of property into the City limits. The legal description of the property is Tax Lots 300, 301 and 302 of Tax Map 3-1E-34B. The lots are located on the east side of N Redwood Street, across from NE 12th Avenue. This application has previously been approved by the Planning Commission and City Council. The property is vacant farmland with three existing single family residences. Properties to the west, across N Redwood Street from the site, are inside the City limits. The property to the south is also within the City limits, but properties to the north and east are outside City limits. This property is designated Priority "B" for annexation. Upon annexation, the property will be zoned R-2, High Density Residential for Tax Lot 300, and R-1.5, Medium Density Residential for Tax lots 301 and 302. Although no development application is pending at this time, the applicant has indicated it wishes to construct 15 single family homes, 5 duplexes and 22 single family common wall units on the site. Any further development does require City review and must comply with land use laws.

EXPLANATORY STATEMENT

This measure would approve the annexation of 4.6 acres into the city limits of the City of Canby. The property which would be included within the City boundaries is known as Tax Lots 300, 301 and 302 of Tax Map 3-1E-34B and is located generally in the northeastern part of the City. Tax Lots 300, 301 and 302 are currently zoned RRF-5 (Rural Residential Farm and Forest, 5 acre minimum) under County zoning. If annexation into the City is approved by the voters, tax lot 301 would be rezoned to R-2, High Density Residential, while tax lots 301 and 302 would be rezoned to R-1.5, Medium Density Residential as required under the City's Comprehensive Land Use Plan (Comp Plan).

Tax Lots 300, 301 and 302 are owned by ManDan LLC. It has filed the application for annexation as allowed by Oregon law. The City, following its Charter, has put this matter before the voters for approval.

The property is located on the east side of N Redwood Street, across from NE 12th Avenue. The 4.6 acres is presently vacant farmland with three existing single family residences, and is bordered on the west by residential development within the City and on the south by property currently being developed, also located within the City limits. Property to the north and east are outside of City limits. Under the current zoning regulations, the applicant proposes to build 15 single family residences, 5 duplexes and 22 single family common wall units. However, annexation alone does not set the future uses to be built on the property. Any further development would have to comply with state and local land use laws and would be subject to public review.

The Canby Comp Plan also designates properties for annexation as Priority "A", "B" or "C". Priority "A" properties shall generally be

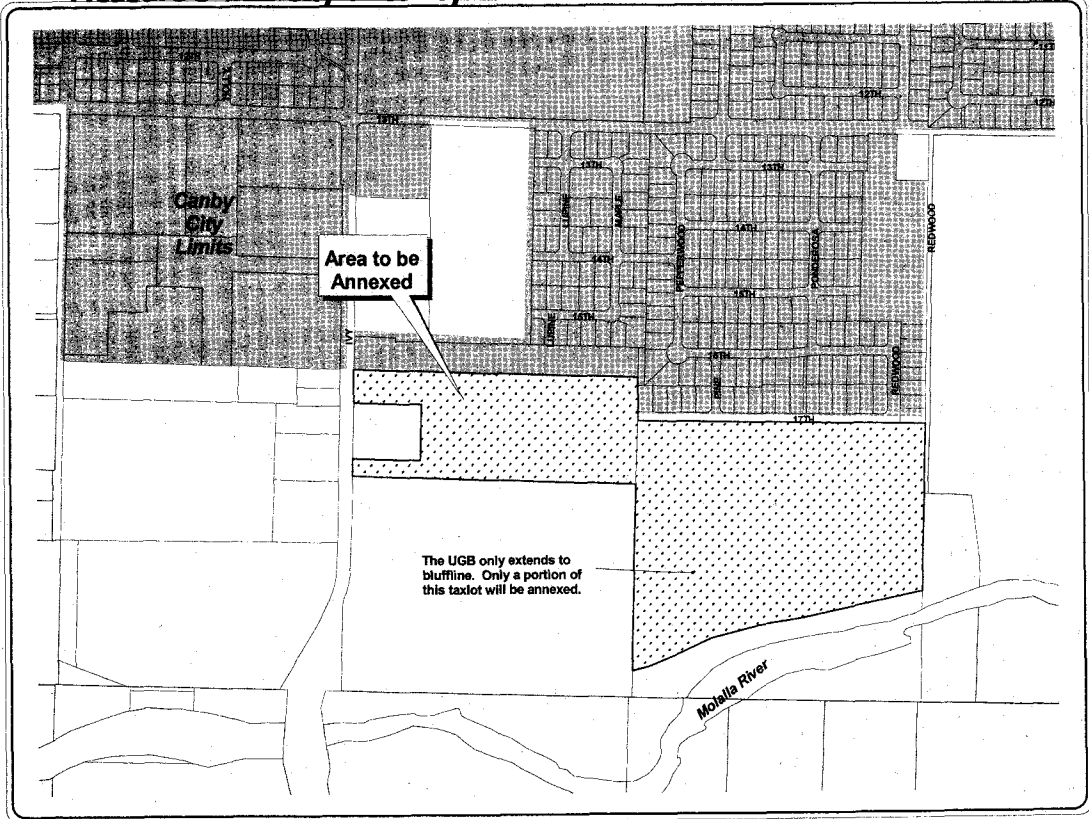
annexed prior to those areas shown as Priority "B" which, in turn, shall generally be annexed prior to those areas shown as Priority "C". The property is priority "B". The Canby Planning Commission and Canby City Council approved the application unanimously.

Furnished by:
Chaunee Seifried,
Canby City Recorder - Pro tem

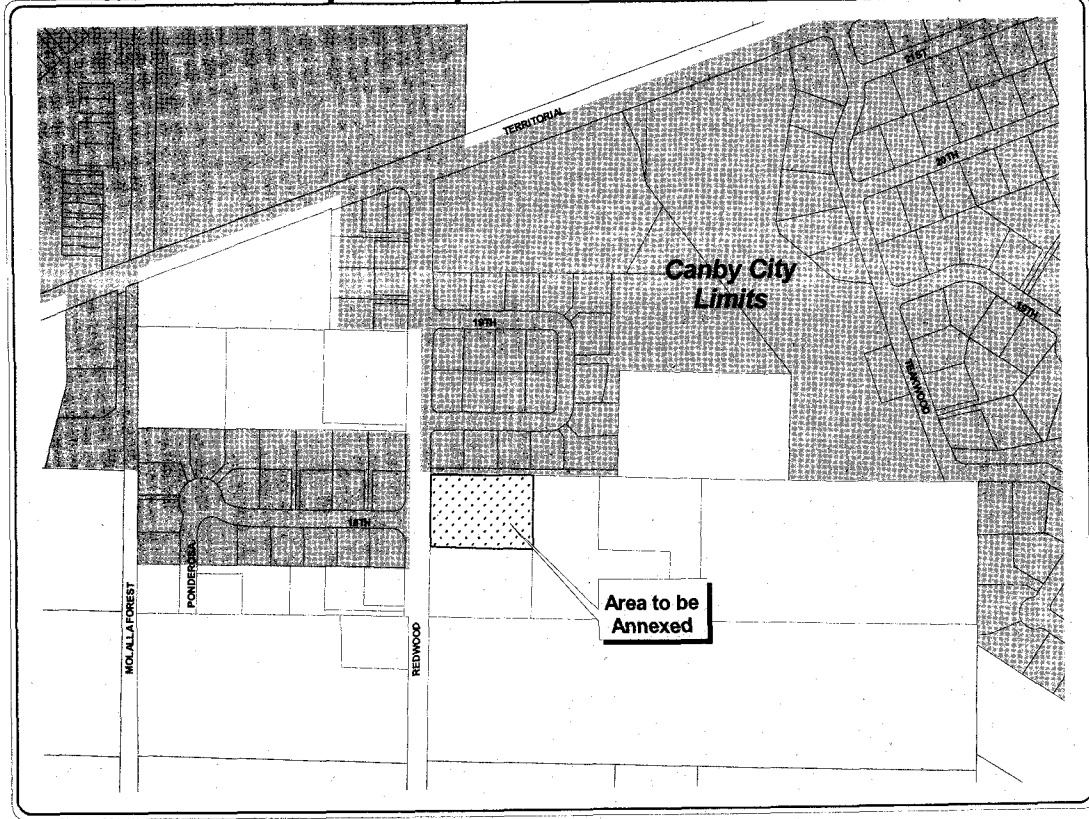
**NO ARGUMENTS IN FAVOR OF OR
IN OPPOSITION TO THIS MEASURE WERE FILED.**

CITY OF CANBY

Measure 3-112 City of Canby



Measure 3-113 City of Canby



CITY OF CANBY

Measure No. 3-116

BALLOT TITLE

MEASURE APPROVING ANNEXATION OF 1.65 ACRES INTO CITY OF CANBY

QUESTION: Shall 1.65 acres located south of NE Territorial Road and east of N Oak Street be annexed into Canby?

SUMMARY: Annexation is the legal process to bring property inside the City limits. John Meredith has filed an application as owner, asking the City to bring 1.65 acres of property into the City limits. The legal description of the property is Tax Lot 1800 of Tax Map 3-1E-28DD. The lot is located on the south side of NE Territorial Road and the east side of N. Oak Street. This application was previously approved by the Planning Commission and the City Council. The property contains one single family residence. Properties to the west and north, across NE Territorial Road from the site, are inside the City limits. Properties to the south and east are outside the City limits, but within the urban growth boundary. The property is designated priority "A" for annexation. Upon annexation, the property will be zoned R-1.5, Medium Density Residential. Although no development application is pending at this time, the applicant has indicated he wishes to construct 9 additional single family residences on the site. Any further development does require City review and must comply with land use laws.

EXPLANATORY STATEMENT

This measure would approve the annexation of 1.65 acres into the city limits of the City of Canby. The property which would be included within the City boundaries is known as Tax Lot 1800 of Tax Map 3-1E-28DD and is located generally in the northeastern part of the City. Tax Lot 1800 is currently zoned RRFF-5 (Rural Residential Farm and Forest, 5 acre minimum) under County zoning. If annexation into the City is approved by the voters, tax lot 1800 would be rezoned to R-1.5, Medium Density Residential, as required under the City's Comprehensive Land Use Plan (Comp Plan).

Tax Lot 1800 is owned by John Meredith. He has filed the application for annexation as allowed by Oregon law. The City, following its Charter, has put this matter before the voters for approval.

The property is located on the south side of NE Territorial Road and east side of N Oak Street. The 1.65 acres contains one existing single family residence on the site. It is bordered on the north and west by residential development within the City. Properties to the south and east are outside of City limits, but within the City's urban growth boundary. Under current zoning regulations, the applicant proposes to build 9 additional single family residences on the site. However, annexation alone does not set the future uses to be built on the property. Any further development would have to comply with state and local land use laws and would be subject to public review.

The Canby Comp Plan also designates properties for annexation as Priority "A", "B" or "C". Priority "A" properties shall generally be annexed prior to those areas shown as Priority "B" which, in turn, shall generally be annexed prior to those areas shown as Priority "C". The

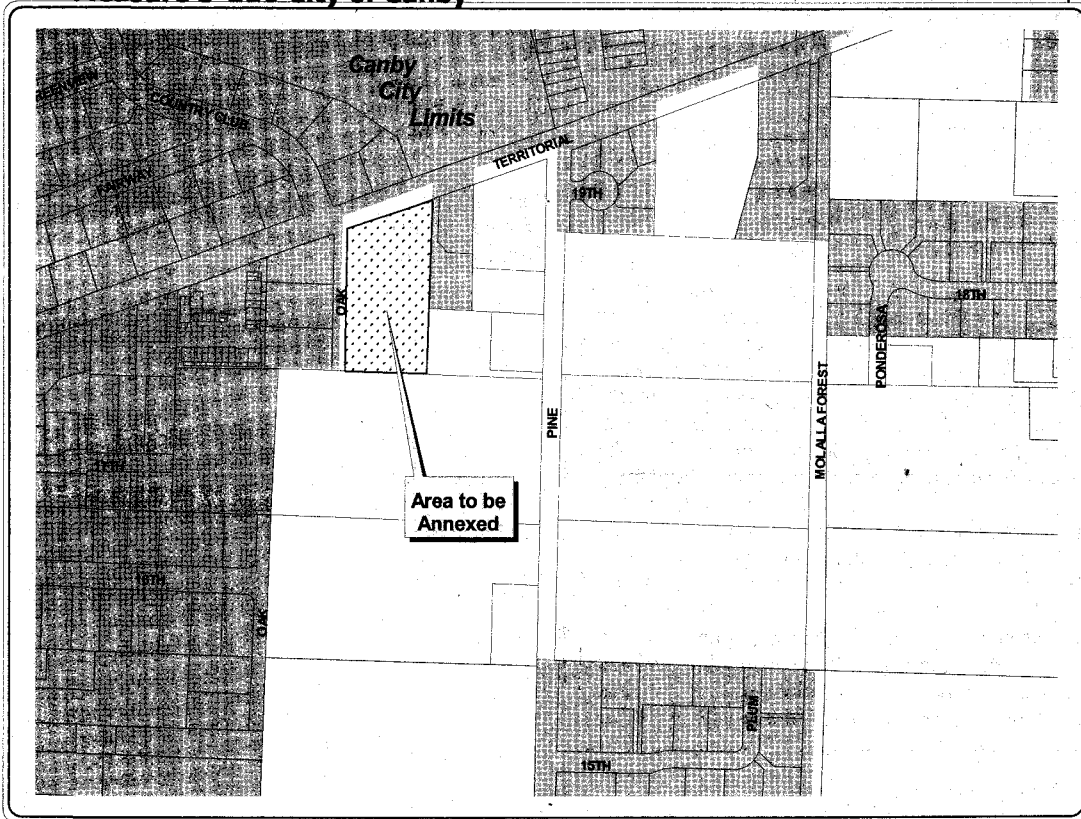
property is priority "A". The Canby Planning Commission and Canby City Council voted unanimously to approve the application and refer it to a vote of the Canby electorate.

Furnished by:
Chaunee Seifried,
Canby City Recorder - Pro tem

**NO ARGUMENTS IN FAVOR OF OR
IN OPPOSITION TO THIS MEASURE WERE FILED.**

CITY OF CANBY

Measure 3-116 City of Canby



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Call Clackamas
County Elections
503-655-8510

Hearing Impaired
TDD/TTY
503-655-1685

BALLOT DROP SITE LOCATIONS

Ballots for the November 4, 2003 special election may be deposited at any of the following locations **beginning Saturday, October 18 through Tuesday, November 4**. However, ballots will **not** be accepted at any location **after** 8:00 p.m. on Tuesday, November 4 (election day). Current hours (as of publication) are listed below.

Canby Library

292 N. Holly
Canby
Phone: 503-266-3394
Mon CLOSED
T - Th 1:00 pm - 8:00 pm
F, Sat 11:00 am - 6:00 pm
Sun 1:00 pm - 5:00 pm

Clackamas Corner Library

11750 S.E. 82nd Ave., Ste. D
Portland
(N.E. corner - Town Ctr lot)
Phone: 503-722-6222
Mon CLOSED
T - Th 10:00 am - 8:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 12:00 pm - 5:00 pm

Estacada Library

475 S.E. Main St.
Estacada
Phone: 503-630-8273
M - Th 9:00 am - 8:00 pm
Fri 9:00 am - 6:00 pm
Sat 10:00 am - 5:00 pm
Sun 12:00 pm - 5:00 pm

Gladstone Library

135 E. Dartmouth St.
Gladstone
Phone: 503-656-2411
M - Th 11:00 am - 9:00 pm
F, Sat 11:00 am - 5:30 pm
Sun CLOSED

Hoodland Library

68236 E. Hwy 26
Welches
Phone: 503-622-3460
T - Th 12:00 pm - 8:00 pm
F, Sat 12:00 pm - 5:00 pm
Sun - M CLOSED

Lake Oswego Library

706 S.W. 4th St.
Lake Oswego
Phone: 503-636-7628
M - Th 10:00 am - 9:00 pm
F, Sat 10:00 am - 6:00 pm
Sun 1:00 pm - 6:00 pm

Ledding Library of Milwaukie

10660 S.E. 21st Ave.
Milwaukie
Phone: 503-786-7580
M - W 12:00 pm - 9:00 pm
Th - Sat 12:00 pm - 5:30 pm
Sun 12:00 pm - 5:00 pm

Molalla Library

201 E. 5th St.
Molalla
Phone: 503-829-2593
M - Tues 11:00 am - 6:30 pm
Wed - Sat 9:30 am - 5:00 pm
Sun CLOSED
Election Day
11/4 11:00 am - 8:00 pm

Oak Lodge Library

16201 S.E. McLoughlin Blvd.
Oak Grove
Phone: 503-655-8543
Mon CLOSED
T - Th 10:00 am - 8:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 12:00 pm - 5:00 pm

Oregon City Library

362 Warner Milne Road
Oregon City
Phone: 503-657-8269
Mon CLOSED
T - Th 10:00 am - 8:00 pm
F, Sat 10:00 am - 5:00 pm
Sun 1:00 pm - 5:00 pm

Sandy Library

38980 Proctor Blvd.
Sandy
Phone: 503-668-5537
M - W 7:00 am - 8:00 pm
Th 7:00 am - 6:00 pm
Fri 10:00 am - 6:00 pm
Sat 10:00 am - 5:00 pm
Sun 1:00 pm - 5:00 pm

West Linn Library

1595 Burns St.
West Linn
Phone: 503-656-7853
M - Th 10:00 am - 8:00 pm
Fri - Sun 12:00 pm - 6:00 pm

Wilsonville Library

8200 S.W. Wilsonville Road
Wilsonville
Phone: 503-682-2744
M - Th 10:00 am - 9:00 pm
F, Sat 10:00 am - 5:30 pm
Sun 1:30 pm - 5:00 pm

Clackamas County Elections

825 Portland Ave.
Gladstone
Phone: 503-655-8510
M - F 8:30 am - 5:00 pm
Election Day 7:00 am - 8:00 pm
Ballot drop slot (front of building, right of front door) available 24 hours every day.