

RESOLUTION NO. 2225

A RESOLUTION OF THE CITY OF WILSONVILLE APPROVING TESTIMONY TO BE PRESENTED IN THE METRO URBAN AND RURAL RESERVES PUBLIC HEARING.

WHEREAS, prior to adoption of SB 1011 by the State Legislature, the City Council and Planning Commission desired a pro-active approach to the designation of future urban land and embarked on an extensive public process to analyze areas surrounding the city; and

WHEREAS, following numerous public meetings where landscape features, natural resources, zoning, soils, tax lots, agricultural viability, productivity, slopes, floodplains, parks, transportation systems, and required infrastructure costs necessary to serve various geographic areas were analyzed, a series of recommendations emerged that became the "aspirations" of the community; and

WHEREAS, the City's recommendations were based on forecasted need, and focused primarily on areas for housing to help balance the local jobs to housing ratio imbalance; and

WHEREAS, the recommendations thoughtfully applied the urban and rural reserve administrative rule 'factors' as well as Metro's Making the Greatest Place criteria; and

WHEREAS, the City's recommendations carefully weighed our ability to provide urban services of all kinds, including transportation, and build upon areas added to the UGB in 2002 in an attempt to continue to make the greatest places; and

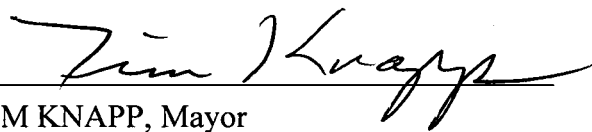
WHEREAS, the City Council has thoughtfully recommended a conservative amount of future urban land, balancing the desire for a vibrant city center and existing infrastructure with the need for new areas for growth and expansion; and

WHEREAS, the City Council strongly supports the designation of the foundation farm lands in French Prairie south of the City and the entirety of the Tonquin Geologic Area identified by Metro as an important natural landscape feature as rural reserves.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The City Council supports the attached maps and testimony as being appropriate for the community and as satisfying the required factors for establishment of urban and rural reserve designation; and
2. City staff is instructed to convey the attached written testimony to Metro in support of the City Council's Resolution.

ADOPTED by the Wilsonville City Council at a special meeting thereof this 20th day of January, 2010, and filed with the Wilsonville City Recorder this date.


TIM KNAPP, Mayor

ATTEST:


Sandra C. King, City Recorder, MMC

SUMMARY OF VOTES:

Mayor Knapp	Yes
Councilor Kirk	Yes
Councilor Hurst	Excused
Councilor Ripple	Excused
Councilor Nunez	Yes

Urban and Rural Reserve Testimony
City of Wilsonville
January 21, 2010

French Prairie

First – thank you all for your unanimous support of designating the French Prairie area as a Rural Reserve. Generations ahead will be grateful for that decision. French Prairie sits at the doorstep of the Metro Region. There is no question that the French Prairie area is threatened by urbanization and it is well documented that this area has some of the most critical foundation farmland in the Willamette Valley. As noted in Oregon Administrative Rule 660-027-0060(4): “... a county may deem that Foundation Agricultural Lands or Important Agricultural Lands within three miles of a UGB qualify for designation as Rural Reserves ... without further explanation...” The Metro Council, the Core-4, and the Clackamas County Board of Commissioners have all agreed that French Prairie is exactly the kind of area for which the Rural Reserve process was created.

Wilsonville’s Growth Aspirations and Capabilities

The City of Wilsonville has taken the required ‘Factors’ of the Administrative Rules seriously. We have worked through a deliberative process to determine which areas best qualify as Urban Reserves and which qualify as Rural. We have conducted a detailed public process to establish our local aspirations for growth over 20 and 50-year horizons. We have not attempted any sort of “land grab.” We have focused on the legal requirements and we have carefully weighed our ability to provide urban services of all kinds, including transportation services.

Proposed Urban Reserves Adjoining Wilsonville

As noted above, the City of Wilsonville has based its Urban Reserve aspirations on the community’s projected growth needs and on our ability to provide needed urban services. While we question the future growth potential of much of the Stafford area, we support the use of Metro’s maps showing projected growth areas at the following specific locations adjoining the City on the community’s east, west and north sides:

4-D Options -- is a large area spreading from Wilsonville to Highway 205 along Stafford Road. As the City has stated publically before, the City of Wilsonville has neither the inclination nor the ability to provide urban services to Area 4-D. This is outside the area that the City has included within its aspirations for long-term growth and due to topographic issues and other considerations would be cost-prohibitive for Wilsonville to serve.

4-F Options – should be labeled “4-F Urban.” The City of Wilsonville has expressed a willingness and capacity to serve this area, but will be best positioned to provide service to 4-F if Area 4-G is also included (thus allowing the City to provide sewer service through 4-G to 4-F). Note that this is simply a matter of topography and drainage patterns through the area. Please see explanation regarding 4-G, below.

4-G Urban – should be included as an Urban Reserve because it is needed to meet community growth projections and efficiently provide sewer service. Area 4-G is directly north of the Frog Pond area which was added to the UGB in 2002 and which has still not been developed, largely because of the lack of sanitary sewer service. The City is moving forward with plans to design the sewer collection infrastructure to serve the Frog Pond area. By including Area 4-G within the long-range service plans for the Frog Pond area it will reduce public costs over time. Note that it will be much less expensive to simply oversize gravity sewer pipes to serve Frog Pond (thinking ahead to eventual service of Area 4-G, and on to 4-F) than to have to go back later and either replace those pipes with larger ones or run additional pipes parallel to the existing ones. Planning now to provide eventual urban services to 4-G is a simple matter of efficiency in spending scarce public infrastructure dollars. The City strongly supports the inclusion of Area 4-G as an Urban Reserve.

4-H Urban – should be included as an Urban Reserve. A significant portion of this land has already been acquired by the public for future park and school development (anticipating the eventual construction of both an elementary and a middle school) which will serve the Frog Pond area when it is built out to urban densities. The City is committed to provide urban services to Area 4-H and strongly supports its inclusion within the Urban Reserves.

5-G and 5-H -- should be included as Urban Reserves. Both of these areas have been included within the City's aspiration areas for future growth. The City is committed to provide urban services to these areas.

The Tonquin Geologic Area and Coffee Lake

As Metro looks ahead at designating land for both rural and urban land needs over the long term, we ask that you consider some of Metro's own fine past work that has helped to make this the greatest place. We ask this because we are concerned about the potential impacts of today's decisions on some of the Region's most significant natural resources. One such critical and unique natural resource area is the Tonquin Geologic Corridor.

In an effort to minimize confusion, our comments will refer to Areas as mapped and described by Metro. We have also attached other maps that we feel are relevant. Please note the following comments relative to Areas 5-E, 5-F and 5-G. Let's start with some local geography. It is important to remember that there is a continuous natural resource corridor that connects the Tualatin River Wildlife Refuge to the Tonquin Geologic area, to both Rock Creek and Coffee Creek to Coffee Lake.

The City supports the proposed Rural Reserve designation as mapped in Area 5-E, and also argues that the rural designation should be continued to the north into Washington County. Quoting Metro's report, in describing Area 5-A, "...part of the Tualatin National Wildlife Refuge, an important natural landscape feature that defines the extent of urbanization from the cities of Sherwood and Tualatin." We respectfully submit that, if that description applies in Area 5-A (and we believe it does), it applies just as well to Area 5-F, where much of the land (see attached map) is part of the Tualatin River National Wildlife Refuge.

Also attached is a copy of Metro's 2007 map labeled "Natural Landscape Features Inventory." The significance of that inventory was not lost on the State in establishing the Factors for designating Rural Reserves in OAR 660-027-0060(3):

"When identifying and selecting lands for designation as Rural Reserves intended to protect important natural landscape features, a county must consider those areas identified in Metro's 2007 Natural Landscape Features Inventory." Please note that the Tonquin Geologic Corridor is prominently displayed on that map. Ironically, the National Wildlife Refuge is not even mentioned in Metro's description of Area 5-F, which is instead described as *"suitable for potential future industrial development and freight movement..."* It seems that Metro has chosen to disregard one of the region's most important natural resource areas in the interest of justifying the proposed I-5 – 99W Connector. Metro has produced a document that, in one paragraph extols the importance of the natural resources and landscape features of the Wildlife Refuge and the Tonquin area, and then follows it in the next paragraph with the statement that the area is suitable for urbanization – ignoring the fact that a contiguous swath of that land has already been acquired by the federal government and included within the Wildlife Refuge.

Metro's past history in protecting natural resources has been evidenced in two bond measures for open space acquisitions (including acquisitions within the Tonquin Corridor by Metro and support for federal acquisitions as part of the Tualatin River National Wildlife Refuge), Titles 3 and 13 of the Urban Growth Management Functional Plan, and Metro's Nature in Neighborhoods program, based in Chapter 3 of the Regional Framework Plan. Metro has the opportunity to extend that history of resource protection to a significant portion of the Wildlife Refuge and Tonquin Geologic Corridor by designating it a Rural Reserve.

Arguments supporting the Rural Reserve designation of the eastern portion of Area 5-E (south and east of Sherwood, north of Morgan Road).

- This area is within the Tonquin Geologic Corridor (area 10 on Metro's Natural Landscape Features Map -- attached);
- The Rock Creek drainage in this area was ranked by Metro to be among the region's highest priority natural resource areas. It includes a wide riparian corridor and adjoins the Tualatin River National Wildlife Refuge;
- The area floods, with the lowest trough about 500 feet across – the riparian corridor probably exceeds 1,000 feet in width;
- The area adjoins land to the south that is slated for Rural Reserve designation on both the Bragdon/Hosticka and Liberty/Park maps. This is a logical extension of an area that is obviously going to be a Rural Reserve. It does not create an isolated island of either Urban or Rural Reserves; and
- It is proposed as a Rural Reserve area on the map proposed by the Agricultural and Natural Resources Coalition (January 11, 2010).

Of the eight Factors that Metro is required to consider in designating Urban Reserves, five are problematic in terms of urbanizing the eastern portion of Area 5-E. Those are Factors 1, 3, 5, 7, and 8.

Factor 1. *Can (the area) be developed at urban densities in a way that makes efficient use of existing and future public and private infrastructure investments?*

The City of Wilsonville respectfully submits that there is no way that the Metro Council can properly and realistically conclude that designating this particular area as Urban Reserve supports “future urban densities in a way that makes efficient use of existing and future public and private infrastructure investments?” We can think of no efficient way to provide a full range of urban infrastructure across a riparian zone that is as much as 800 to 1,000 feet wide and there is no evidence that the area can be “developed at urban densities.”

Factor 3. *Can (the area) be efficiently and cost-effectively served with public schools and other urban-level facilities and services by appropriate and financially capable service providers?*

Given the topography and natural features of the area, it is difficult to imagine how the Metro Council could conclude that the area “can be efficiently and cost-effectively served by appropriate and financially capable service providers?” As recognized in this factor, financial capability is a significant issue for those of us in the business of providing urban services. Including land with significant natural features and enormous topographic limitations within the Urban Reserves does not give ample consideration to Factor 3.

Factor 5. *Can (the area) be designed to preserve and enhance natural ecological systems?*

This Factor is a major concern. Metro’s own documents, and even the language of the Oregon Administrative Rule, mention the significance of the Tonquin Geologic Area in terms of natural resources. The City of Wilsonville joins the members of the Agricultural – Natural Resources Coalition in arguing that this area should be designated as a Rural Reserve and questions how the Metro Council could appropriately conclude that this area “can be designed to preserve and enhance natural ecological systems” if it is included within an Urban Reserve.

Factor 7. *Can (the area) be developed in a way that preserves important natural landscape features included in urban reserves?*

As with Factor 5, above, the City submits that the Metro Council cannot realistically conclude that this area can be designated an Urban Reserve and that it “can be developed in a way that preserves important natural landscape features included in Urban Reserves.”

Factor 8. *Can (the area) be designed to avoid or minimize adverse effects on farms and forest practices, and adverse effects on important natural landscape features, on nearby land including land designated as rural reserves?*

The City of Wilsonville respectfully submits that this area cannot be urbanized and still “be designed to avoid or minimize adverse effects on important natural landscape features.”

The City of Wilsonville maintains that the eastern portion of the proposed Urban Reserve south of Sherwood (Area 5-E) does not qualify for Urban Reserve status. This area does qualify as a Rural Reserve, simply because placing it in that designation would “protect important natural resource features.”

Proposed I-5 – 99W Connector

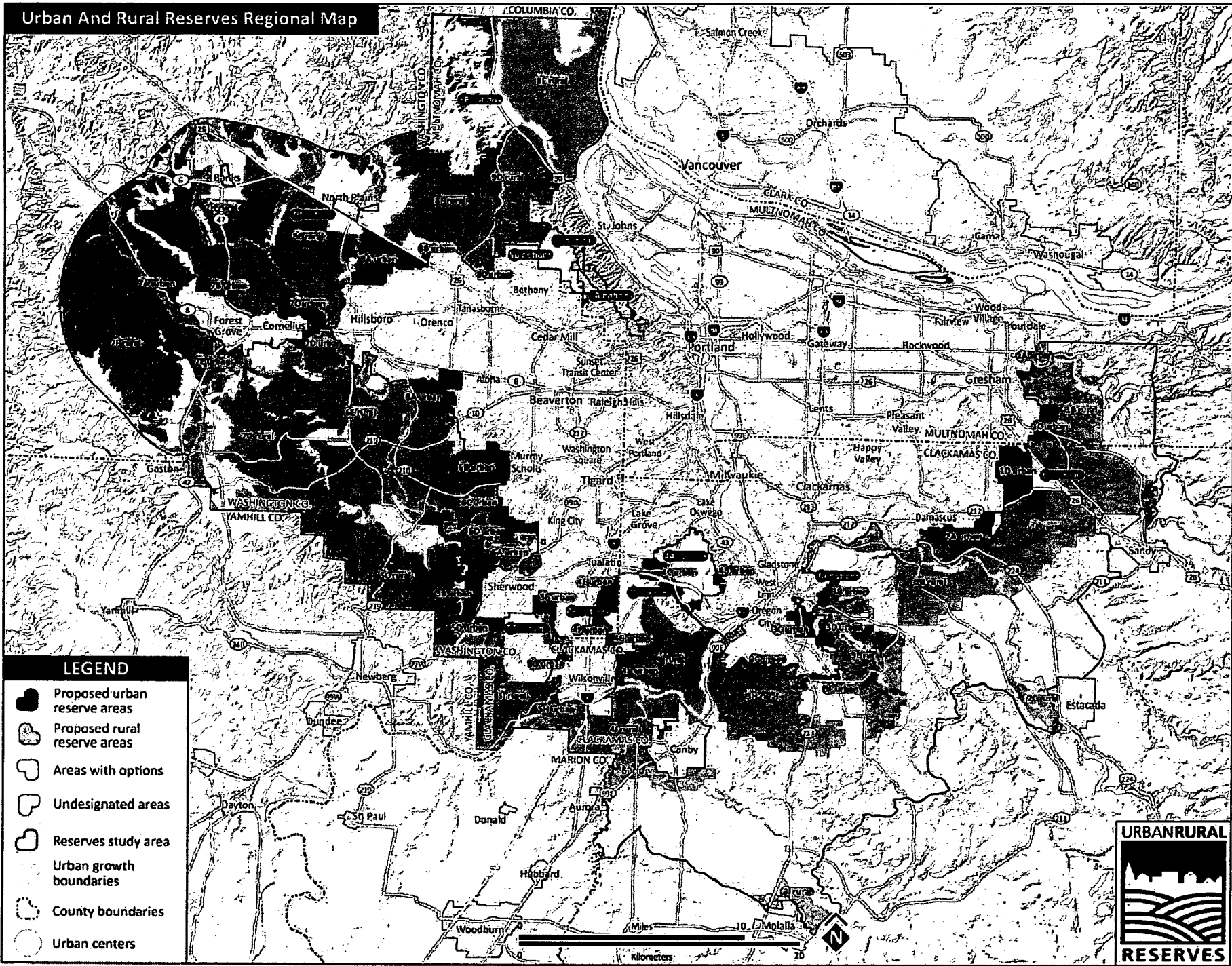
There is another disturbing pattern to the arguments posited by Metro in support of urbanizing Areas 5-E and 5-F. Those arguments are based on the circular logic that the areas are needed for urban development in order to build the Connector, and the Connector is needed in order to justify the urbanization of the areas. That sort of reasoning damages the credibility of the entire process and has caused some to ask whether the Urban Reserve process is being used to resurrect the West Side Bypass of bygone days.

Thank you for your consideration of our comments.

Attachments:

- Metro Proposed Urban and Rural Reserves map (1/11/10);
- Metro Reserves map – Wilsonville focus (1/11/10);
- Map – Tualatin River National Wildlife Refuge acquisition area,
- FEMA 100-year flood plain, Tonquin Geologic Area, and proposed reserves;
- Map – Metro’s 2007 Natural Landscape Features Inventory;
- Landscape Features Inventory Map – Wilsonville focus;
- Map – City of Wilsonville Proposed Reserves (January 2010);
- Aerial photo with proposed reserves – areas 5-E and 5-F; and
- Map – Agricultural and Natural Resources Coalition, Proposed Reserve Areas (1/11/10).

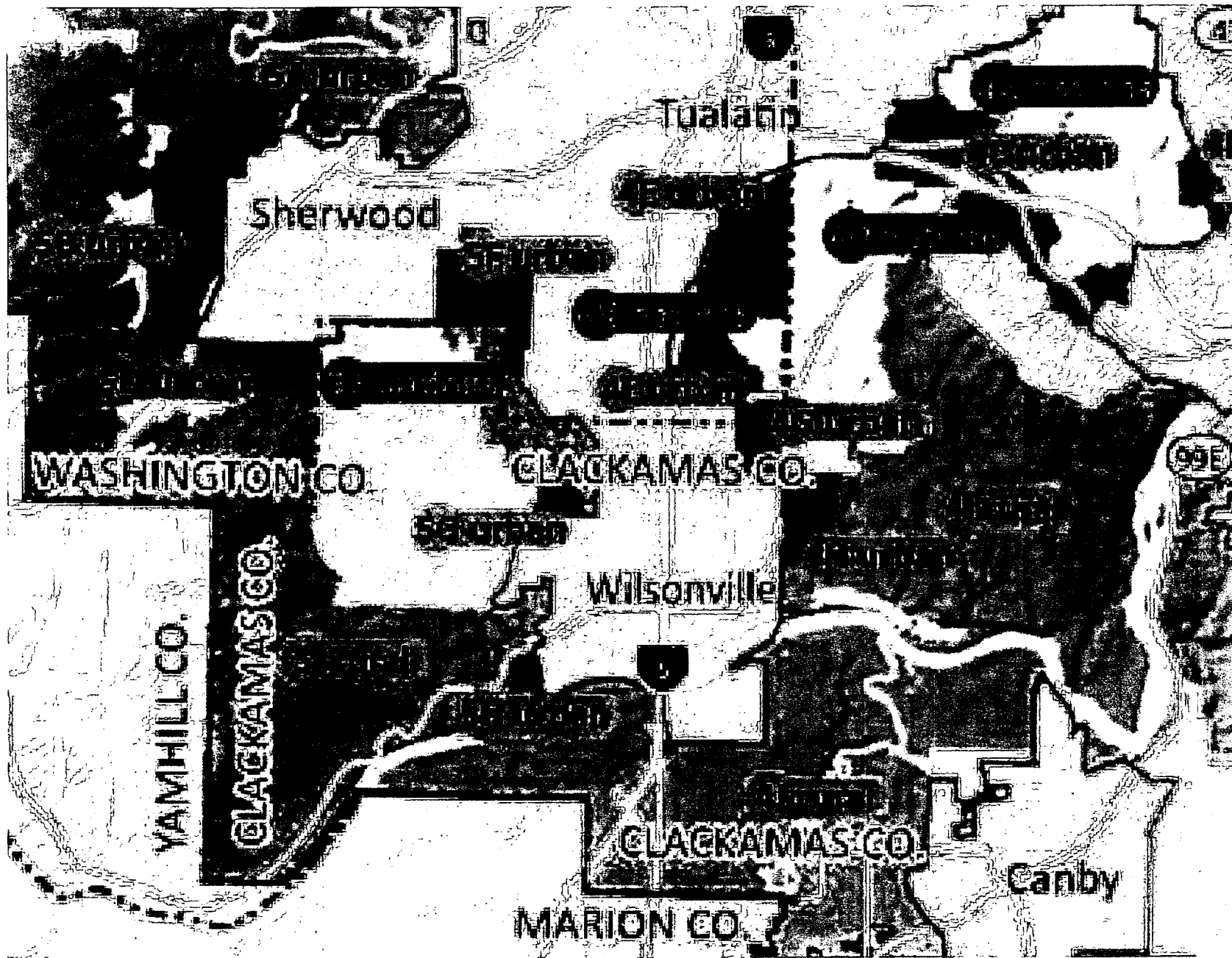
Urban And Rural Reserves Regional Map



LEGEND

- Proposed urban reserve areas
- Proposed rural reserve areas
- Areas with options
- Undesignated areas
- Reserves study area
- Urban growth boundaries
- County boundaries
- Urban centers





Sherwood

Tualatin

WASHINGTON CO.

CLACKAMAS CO.

YAMHILL CO.

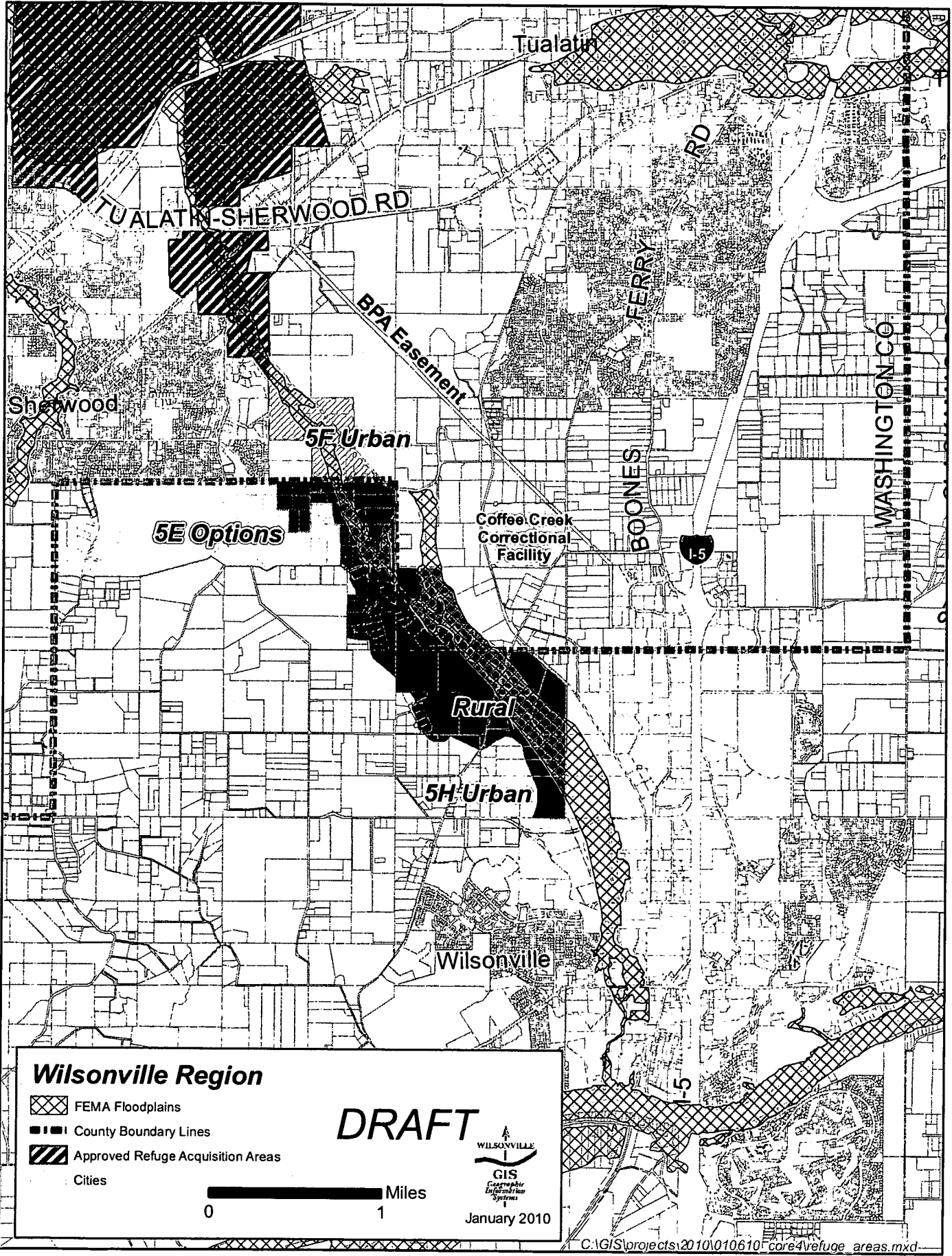
CLACKAMAS CO.

Wilsonville





CLACKAMAS CO.

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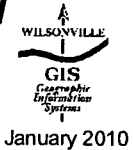
Canby



Wilsonville Region

-  FEMA Floodplains
-  County Boundary Lines
-  Approved Refuge Acquisition Areas
-  Cities

DRAFT



Natural Landscape Features Inventory

February 2007



Generalized list of places summarizing the Landscape Features that fell with the Urban and Rural Reserve Study Area from the draft Charrette process in 2007.

- 1) Sandy River
- 2) East Buttes
- 3) Deep Creek Canyon
- 4) Clackamas River
- 5) Clackamas River Bluffs & Greenway

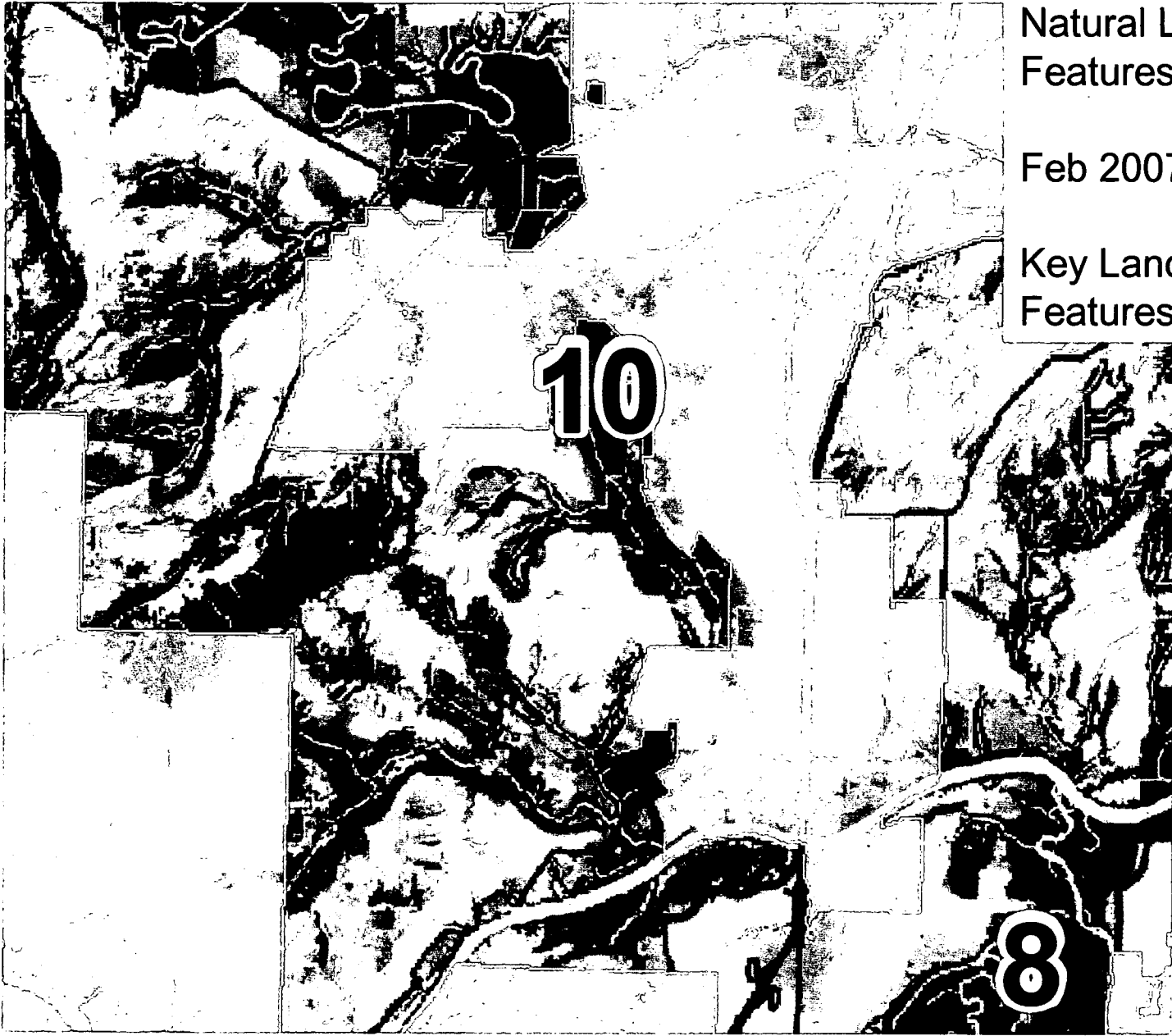
- 6) Clear Creek Canyon
- 7) Newell Creek
- 7) Abernathy Creek
- 3) Lower Pudding River
- 9) Willamette Narrows to Canemah Bluff

- 10) Tonguin Geologic Area
- 11) Tuolumne River
- 12) Chehalem Mountain
- 13) Wapato Lake
- 14) Lower Gales Creek

- 15) Dairy & McKay Creeks
- 16) Rock Creek Headwaters
- 17) Forest Park Connections
- 18) Columbia River Island

In a process to identify key natural features on a broad landscape scale, we brought participants familiar with the area, to view a number of available datasets and clarify what areas define the significant regional features. Then a charrette was composed of this extended region, extending from the Coast Range to the Cascades and from Salem to the North Fork of the Lewis River.

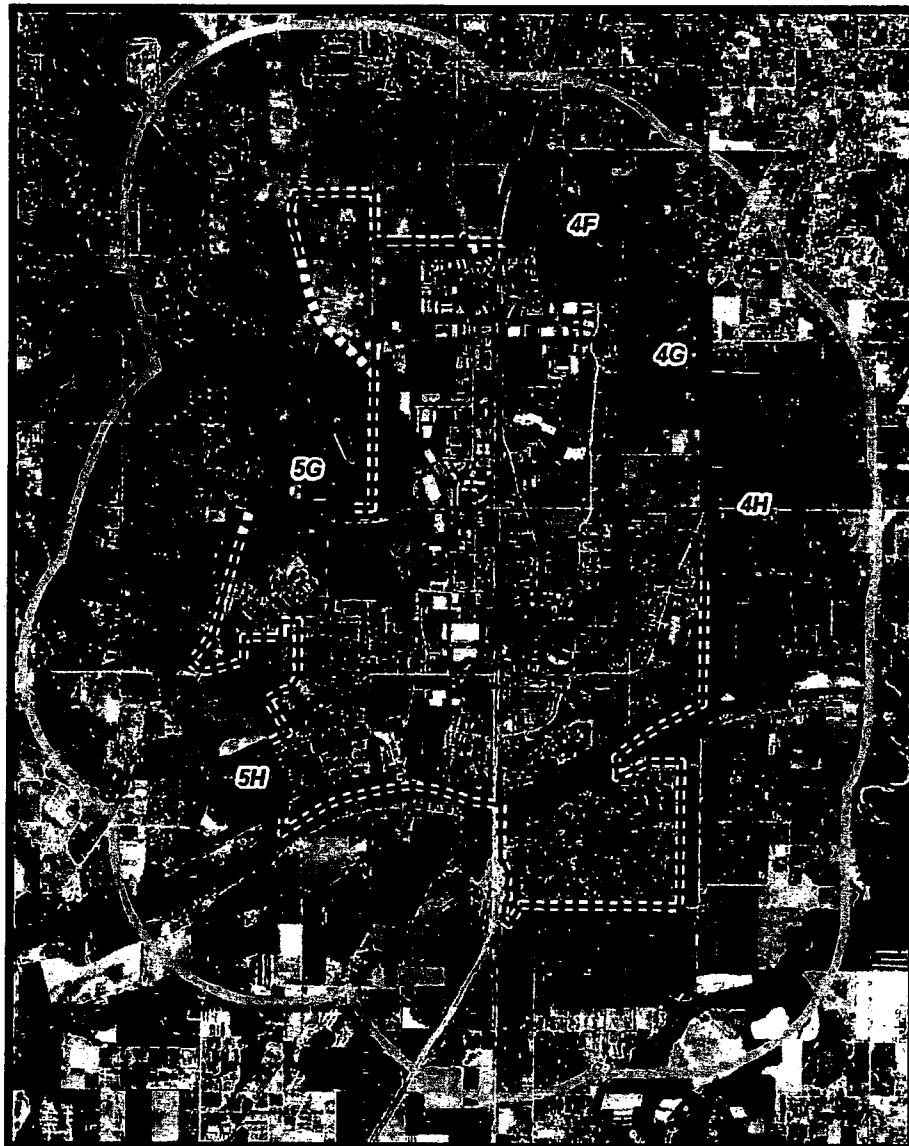
In this map we brought in the graphic and aligned it with the Urban and Rural Reserve's Study Area. In Project08.mxd We have attempted to break down these general descriptions with the GIS data. This is to help Counties overlay the Natural Features with the regionally important Agricultural and Forest layers.










Natural Landscape
Features Inventory

Feb 2007

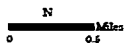
Key Landscape
Features



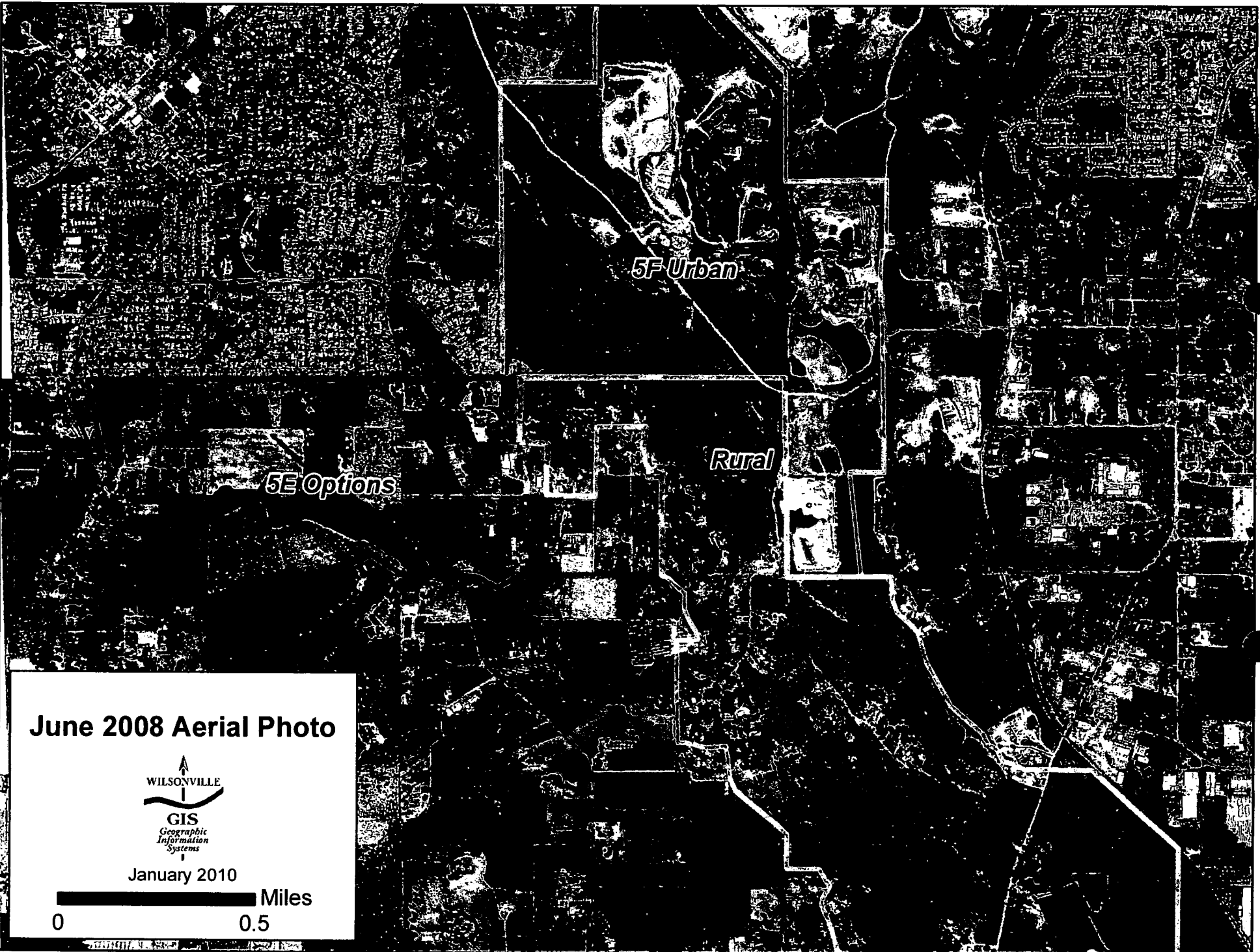
-  2002 UGB Expansion
-  2004 UGB Expansion
-  Proposed Urban Reserve Area
-  Current UGB
-  City Limits
-  UGB + One Mile
-  County Boundary

The City of Wilsonville
Proposed Urban and Rural Reserve Areas

Note: All information is subject to change. Every effort is made to eliminate errors and omissions but please contact the City of Wilsonville to confirm information before taking any action.



January 2010



June 2008 Aerial Photo



January 2010

0 Miles 0.5

Agriculture and Natural Resources Coalition
Proposed Reserve Areas
January 11, 2010

