

Urban and Rural Reserves Planning in Washington County

Phase 2 Summary of Public Involvement and Public Comment

for DRAFT Reserves Study Area in Washington County

Prepared for Washington County Reserves Coordinating Committee September 8, 2008 meeting

Public Involvement for Washington County – Phase II

Washington County's Public Involvement Plan presented to the Washington County Reserves Coordinating Committee (RCC) in April 2008 outlined a number of public involvement activities for the Urban and Rural Reserves designation process. The plan aligned with the regional Coordinated Public Involvement Plan. Public involvement activities were presented in greater detail through the Communications Plan Addendum also presented in April.

Phase II of the Urban and Rural Reserves (Reserves) process sought to determine an appropriate Reserves Study Area. The Study Area encompasses all those lands within the three-county area to be considered for urban expansion (Urban Reserve) and rural protection from expansion (Rural Reserves.) Much of the land within the Study Area may not be designated for reserves if the analysis phase (Phase III) does not determine those lands to be in jeopardy of urbanization or they already have sufficient protection.

Public outreach for Phase II began June 9 with the release of the DRAFT Reserves Study Area map and continued through August 15. Public engagement activities met (or exceeded) prescribed Public Involvement Plan actions. Public involvement activities included:

- Plan and facilitate seven regional open houses with more than 350 participants – Washington County staff hosted two (Beaverton, Forest Grove) and co-hosted two (Tualatin and NW Portland). Staff was present at all seven.
- Give presentations to several business, agricultural, environmental and citizen involvement groups with more than 100 community members in attendance (plus more than 550 additional community members region wide)
- Develop and maintain a project website
- Convene key stakeholder discussion
- Develop and distribute news releases to regional and county newspapers and cable television
- Provide periodic updates to Washington County Planning Directors and Washington County Reserves Coordinating Committee
- Develop content for county, CCI's, CPO's and Chambers of Commerce' newsletters
- Develop and distribute questionnaire for use at open houses, presentations and post download version on website – more than 100 returned (*sample attached*)
- Create table-sized comment maps for open houses with more than 70 comments received
- Develop and activate online survey
- Develop outreach partnerships with more than 45 county- and region-wide organizations to provide additional communications channels with the community
- Design and print outreach materials
- Create and maintain interested parties contact list – currently with more than 185 contacts

All public involvement activities were managed by Washington County staff in collaboration with staff from Clackamas County, Multnomah County and Metro.

Preliminary Summary of Phase II Public Comment

Phase II is focused on determining whether the proposed DRAFT Reserves Study Area contained the appropriate lands to consider for possible urban or rural reserves.

Public outreach centers on two key questions:

1. Are these the areas (*referring to a draft study area map*) that the Reserves Steering Committee should study and analyze further?
2. What additional information should be considered in defining these study areas?

In addition both the questionnaires and the online survey ask: why are you interested in the Urban and Rural Reserves Process; do you have additional comments or suggestions? Participants were also asked about how they learned of the process, how could outreach events/efforts be improved and contact information.

Responses to the above questions are being compiled into two groups. Many of the responses received to date directly answer one or both of the key questions and a summary is provided below.

A majority of responses provide suggestions for urban or rural reserves designation of specific lands, all of which are either within the DRAFT Reserves Study Area or are already within the existing Urban Growth Boundary. This second group of responses will be provided to the advisory and technical committees to be used during the study area analysis phase and are not addressed in this preliminary summary.

Responses to the additional questions asked will be used by the public involvement team to develop or improve future outreach activities. A comprehensive spreadsheet of public comment received in Phase 2 is attached.

Summary of responses to DRAFT Reserves Study Area question

Verbatim suggestions or comments regarding study area adjustments specifically in Washington County are:

1. This is an odd and somewhat surprising junction. Why tight to the Mult Co boundary but not Wash Co?
Refers to the Northeast corner of Washington County study area and Northwest corner of Multnomah County study area adjacent to Columbia County.
2. The proposed study area is too large, this is prime farm land. *Second comment:* I feel your doughnut is too large – do not touch this area.
Both comments refer to the western half of Washington County's proposed study area.
3. Why are we taking this farm and forest and watershed land into the urban growth boundary? Between gas prices and food prices shouldn't we be considering local farming as a good benefit to Hillsboro?
Refers to Bald Peak/Laurelwood area along Southeastern Washington County study area.
4. The draft map looks pretty good, but: 1. We like the current map, especially for our area. 2. Please be sure that the study area includes the hills north of Hwy 26 at Banks. They added the highway interchange (hwy 26 at 6 and 47) plus a nearby wetland to the study area. But they should also include the hillsides north of the interchange too (see item 4 below).
5. Make sure the study area north of Hwy 26 at Banks includes the southwest flanks of the mountains. The long sweep of the Tualatin Mountains stretches from Forest Heights all the way to the Coast Range and these green hills provide a definitive sense of place for residents of the Tualatin Basin and anyone driving on Hwy 26 between Portland and the coast. Hillsides south of Beaverton are rapidly developing; we need to preserve these views to preserve our unique regional identity. Otherwise this map is great, thanks for including all of NW Multnomah County.

6. One additional comment agreed the DRAFT Study Area was appropriate.
7. The study area should include the <area> around Gaston to give this rural town a little room to expand.

Suggestions or comments regarding study area adjustments regionally include:

- Molalla and surrounding should all be in or out of study area, not bisected.
- Areas just outside current urban areas of outlying cities (Sandy, Estacada, Molalla) should be in study area. Pressure to expand outward will be tremendous – if these areas are not included now, they will have to be added later or will be developed contrary to their best use.
- Consider expanding the study area boundary to follow Highway 211 from Sandy to I-5 to protect more farmland. (This suggestion was considered by the Clackamas County Community Advisory Committee which recommended to the Reserves Steering Committee not include it in the study area.)
- A number of responses suggest expanding study area to include lands and cities within Marion and Yamhill Counties.

Summary of responses to “Additional Information...” question

The following general themes reflect responses to this question. Phase 2 verbatim responses are contained within the attached Phase 2 Comprehensive Public Input spreadsheet.

Comments generally include considering:

- Keeping farms and agricultural lands near urban centers
- Key transportation corridors for industry, agriculture and urban development
- Floodplains as a limit for development
- Foil capacity
- Protecting agricultural lands, especially those of high production value
- Agricultural businesses (economic strength)
- View-sheds (such as Tualatin Mountains, Willamette River, Tualatin River, Chehalem Mountains)
- Wildlife and riparian habitat
- Forests
- Historical significance
- Rural area air quality
- Property values and housing choices
- Proximity to existing cities
- Landowners’ goals
- Live – work proximity
- Impact on inner-ring communities (those surrounded with no current growth potential)
- Infrastructure before development
- Economic growth and downturn including such things as energy costs, food supplies, transportation, and fuel costs
- Impacts of climate change, green house gas emissions
- Limiting parcels to 20 acres if they are over a mile from the UGB - Repeal OAR 660-040-0040 (8)
- Examining tax structure to ensure rural-designated lands can remain without significant negative impact to owners
- Not expanding the Urban Growth Boundary – sufficient capacity exists

Urban and Rural Reserves Compilation of Responses to Phase 2 Key Questions

*A preliminary compilation of responses was provided prior to closing of public comment on August 15, 2008. For this final compilation new entries are indicated by an asterisk *.*

Key Question #1: *Are these the areas that the Reserves Steering Committee should study and analyze further?*

Verbatim suggestions or comments regarding study area adjustments:

1. This is an odd and somewhat surprising junction. Why tight to the Mult Co boundary but not Wash Co? (*Refers to the Northeast corner of Washington County study area and Northwest corner of Multnomah County study area adjacent to Columbia County.*)
2. The proposed study area is too large, this is prime farm land. *Second comment: I feel your doughnut is too large – do not touch this area. (Both comments refer to the western half of Washington County’s proposed study area.)*
3. Why are we taking this farm and forest and watershed land into the urban growth boundary? Between gas prices and food prices shouldn’t we be considering local farming as a good benefit to Hillsboro? (*Refers to Bald Peak/Laurelwood area along Southeastern Washington County study area.*)
4. The draft map looks pretty good, but: 1. we like the current map, especially for our area. 2. Please be sure that the study area includes the hills north of Hwy 26 at Banks. They added the highway interchange (hwy 26 at 6 and 47) plus a nearby wetland to the study area. But they should also include the hillsides north of the interchange too (see item 4 below).
5. Make sure the study area north of Hwy 26 at Banks includes the southwest flanks of the mountains. The long sweep of the Tualatin Mountains stretches from Forest Heights all the way to the Coast Range and these green hills provide a definitive sense of place for residents of the Tualatin Basin and anyone driving on Hwy 26 between Portland and the coast. Hillsides south of Beaverton are rapidly developing; we need to preserve these views to preserve our unique regional identity. Otherwise this map is great, thanks for including all of NW Multnomah County.
6. East of Glencoe between North Plains and Hillsboro should be included. (*Area suggested is already in the DRAFT Reserves Study Area.*)
7. All of the farmland in Washington County not currently inside the UGB should be included in the study area and should be designated Rural Reserves. Likewise Sauvie Island in Mult. Co.
8. Should study this area too. (*Referring to Bonney Slope area which is already in the DRAFT Reserves Study Area and inside the existing UGB*)

9. Consider expanding the study area boundary to follow Highway 211 from Sandy to I-5 to protect more farmland.
10. Expanding the study area boundary to Highway 211 would infringe on the outlying cities.
11. Areas just outside current urban areas of outlying cities [Sandy, Estacada, Molalla) should be in study area. Pressure to expand outward will be tremendous -- if these areas are not included now, they will have to be added later or will be developed contrary to their best use.
12. Molalla and surrounding should all be in or out of study area, not bisected.
13. Include the area south of the Willamette River and west of the Pudding River in the study area and designate it all as rural reserves. (*Area suggested is already in the DRAFT Reserves Study Area.*)
14. Expand the study area boundary in the region SW of I-5 near Aurora/Dundee/Newberg to protect farmland.
15. Study area should include area down to McMinnville and around river, even though in Yamhill County (traffic, etc.). *Second comment:* What about lands outside Metro jurisdictional boundary? Marion, Yamhill counties, Scappoose, Clark County, etc.
16. There is not a need to expand the UGB because any growth can be handled within. The rural areas are needed to provide food and timber since transportation costs are increasing. The study area for Clackamas County is several times too big.
17. * The study area should include the area between the current boundary (the creek) and I-5 (even though it is within Marion County.)
18. * The study area should also past the Sherwood area and continue into Newberg, Lafayette, and McMinnville. Thousands of people commute to Portland area jobs from this area and farming is also important. All of the Gaston area, Yamhill, Carlton, and all of the area surrounding Henry Hagg Lake should be included in the study area for the same reasons mentioned above. I realize that this is mostly about the tri-county area, but these areas are already have residents working in the Portland area and will be growing in population along with the rest of the Portland Metro area.
19. * Metro patently limited the proposed urban and rural reserves study area to remain within the tri-county area, i.e. the agency's jurisdiction. However politically expedient this may be, such a limit should not be applied so early in the planning for the reserves. The study area should live up to its connotation that it will examine any and all lands that may be developed within 50 years – regardless of jurisdiction and political implications – and later worry about the messy process of designating reserves. In particular, the study area should reach out to cities close to the tri-county border and along major transportation routes extending out of the tri-county area. More specifically, the study area should include: 1. That portion of Yamhill County west to OR 219, south to OR 214, and east to the Willamette River. This brings the study area to Newberg, St. Paul, Donald, Hubbard, and Woodburn. It also incorporates I-5. 2. That portion of Columbia County along U.S. 30 west to the Washington County line, east to the Multnomah Channel, and

up to the southern edge of Scappoose. Because planning for urban and rural reserves is ambitious in scope and time horizon, it's best to examine a large area. While in the end Metro and the local governments will disagree about areas to develop or not, the planning that occurs before regional discussions should present an ideal and visionary – dare I say utopian – scenario. Metro ought to give others the chance to be contrary or not, and it should not make apparent on the map a general pessimism or a fear of politics as usual. (I'd argue for including a portion of Clark County, Washington, but even I acknowledge that in the U.S., regional planning across state lines may be too ambitious even in this day and age.) As a second and last point, I'm pleased that urban and rural reserves is underway because it mimics the regional planning espoused in the book *Suburban Nation and the Decline of the American Dream* by Andres Duany et al (2000). Chapter 8 presents eight steps of regional planning that include distinguishing among lands not to be developed, to be developed over the long term, and those to be developed in the short term. It's good to see the regional ethic of Oregon planning and Metro merge with new urbanism in the planning for reserves. I highly recommend that Metro review the steps presented in the book that allow for Metro to meet its other planning goals, not least accommodating future population in the Portland area. To sum up, Metro needs to embrace the concrete details of the urban design promoted by new urbanism if it is to build on the work that I believe that Metro will accomplish in the coming years. Thank you for your time and consideration.

20. * The study area should include the <area>around Gaston to give this rural town a little room to expand.

Key Question #2: *What additional information should be considered in defining these study areas?*

Responses are grouped in general themes. Upon closure of the Phase 2 public input period, all responses will be included in an addendum to the final summary.

Proximity to infrastructure and transportation considerations

- Reasonable extension of services, proximity to current expansion areas, organized interest from property owners
- Proximity to existing freeways. Using that tool will reduce costs and headaches associated with new infrastructure
- Reviewing recent expansion errors or omissions to identify those areas where bringing additional land inside the boundary will allow areas like Area 63 and 64 to be planned more efficiently creating a complete community. There should also be consideration given to future connectivity/transportation of areas such as South Hillsboro, West Beaverton and Sherwood. Additionally, take advantage of existing transportation and infrastructure. Any land north of the Tualatin River from Hwy 99 in Tigard west to the Hillsboro Hwy into Hillsboro is better suited for growth than long term agricultural use.
- Proximity to utilities, highway and commuter roads, close to urban growth boundary
- These areas should be considered among the highest priority for inclusion into urban areas. There is a natural boundary in each of these areas specifically the Tualatin and Willamette Rivers. These resources provide a natural line of demarcation for separation of urban and rural areas. Based upon figures provided by Metro, Planning and Transportation authorities as well as the market point to these areas for desirable growth. Transportation and infrastructure can be easily contained within the area and 40 years of growth can be accommodated in these and well as areas north of hwy 26. I firmly believe that the market, people who actually live and work in these areas, to decide where they want to live and work rather than having government

decide for them. (*Refers to lands in the southwest study area in Washington County and lands immediately north of Canby in Clackamas County.*)

- Development in this area (*refers to French Prairie area*) will not only create a dense denser development effect but will place an increasing traffic burden on the Wilsonville – I5 area which is already unable to handle weekend/holiday traffic and totally blocks emergency responders during traffic emergencies.
- Traffic, traffic, traffic.
- Current road and utility infrastructure is poorly suited – indeed, completely unprepared for further extensive industrial or urban development. Existing agricultural use contributes significantly to our economy, including exports (*refers to French Prairie area south of Willamette River*)
- The City of Wilsonville does not have funds or the desire to expand its services south of the river (*Willamette River*)
- Any development (especially commercial) south of the Willamette must take into consideration the 4 land bridge. The current congestion already had traffic slowdown at peak travel hours and high accident incidents.
- Proposed 99W/I5 connector.
- Supporting road system – I-5 bridge over Willamette needs more lanes.
- Transit and high density urbanizations will not work without viable transportation options. Public infrastructure for transportation is greatly lagging.
- Decisions need to be fair for those who have the fewest resources. Provide access to opportunities and affordable housing. Protect urban waterways, floodplains and wetlands. Preserve residential area character -- put higher density along transportation corridors and in centers.
- Locate growth along current transportation corridors, managed properly.
- Make sure there is an adequate road system for new urban areas.
- Use controlled approach with infrastructure before urban growth is considered (bridges, roads, water supply, etc).
- * The traffic is already very heavy on SW 229th Ave. and there is NO MORE room for any other traffic, unless better traffic lights (a left turn signal light) is put in, and much wider roads, unless it is posted: no bicycles!
- * Proximity to Freeways. Burden to existing systems. Burden to existing communities.
- * With gas prices going up, sitting in traffic will be much more expensive. Today (on my drive in) NPR mentioned places in the country where bedroom communities are seeing lower occupancy. Metro needs to set planning so growth # makes sense.
- * How to use/protect gravel resources while not burdening adjacent areas/roads.
- * The west side of the region needs an I-205 type limited access interstate corridor connecting I-5 to Hwy 99 then Hwy 26 then Hwy 30 and across the Columbia River connecting to I-5 in north Clark County planned and built as part of the urban reserves process. Not just a car freeway, but an express limited access public R-O-W for 21st century modes of transport of people, goods & services and utilities. *This important corridor needs to be in and on the plan as new urbanization is planned so the planning can take advantage of this transportation corridor. Right of way can be obtained much cheaper as planning occurs instead of after the plan is evolved (such as the now existing South Hillsboro Plan). Treat the west side of the region as the east side has been treated. We need a north south limited access within our county and access across the Columbia as Clackamas County and East Portland have via I-205. If you don't believe me close any eastside freeway for one day and see what happens. Those eastside

arterials would fill up with vehicles instantly. Why direct all interstate trips to and from Washington County through the middle of Portland creating extra miles driven, fuel wasted, time waste, pollution created in center of Portland? A west side interstate would be an earth friendly planning effort. The State Economic Development Dept. thinks a high % of the new jobs created in the region will be in Washington County. We will need to move goods to the ports and people to the jobs so we need an efficient north/south corridor to serve those functions and the new urban and rural reserves area adjacent to the existing UGB in Washington County.

View sheds and wildlife

- How much emphasis is being placed on the view shed provided by the Tualatin Mtns from Washington County? These mountains provide an important benefit to those living in Bethany.
- It's so important to protect our rural area. There's wildlife like elk, incredible number of residents from both side of the ridge use it for cycling and running, the urban traffic that cuts through Forest Park, the healthy streams that nurture the ecosystem, etc. 4. The rural farms and forests on the south side of the Tualatin Mountains provides a strong "sense of place" for the Tualatin Valley plus can be a growing source of fresh food for residents in the area. These green hills, stretching from Forest Heights to the Coast Range, are part of what makes this area unique. If we can protect the south face of these hills, it will protect all wildlife habitats in the mountains behind.
- A final note: On the lower reaches of the Tualatin Mountains, where the slopes begin to flatten and the lands are suitable for farming, there is some fairly productive farmland. These lands are important to the migratory species and edge wildlife (including elk and many small mammal, amphibian and bird species) that depends on them for food, while nearby forested land provides shelter, protection and connection to the larger habitat. But they are also increasingly important to urban dwellers for produce (especially fruit, vegetables and meat products). As fuel prices escalate and we become more aware of the carbon costs of importing our food, these local farms will become increasingly important to Metro residents, and the farms themselves will become more profitable. We need to preserve these agricultural lands from urban development as well. Not only are they important for local food production, but they will continue to serve as a buffer between the urban developments and the wildlife habitat of the Tualatin Mountains.
- I'm worried about our shrinking wildlife corridors and agricultural areas near Portland. I hope my neighborhood can be/stay a rural reserve for the enjoyment of all the Portlanders who live and recreate in the neighborhood around Forest Park.
- Note also that these forested slopes provide a sense of place for the Metro region, providing a calming, pastoral setting for the Tualatin Valley. Practically wherever you are in the Washington County, when you look to the north, you see this forested range of hills that bounds us in and reminds us that we are part of a large landscape where the natural world can still be found. Our sense of pace would be quite different and much poorer if these slopes were covered with the same urban environment that threatens to engulf the valley floors.
- The historic area should be preserved without being surrounded by development. Leave it alone for future generations to enjoy. Existing agricultural use contributes significantly to our economy, including exports (*refers to French Prairie area south of Willamette River*)
- Impact of development on wildlife & wildlife movement. The Stafford area is experiencing increased wildlife due to increase development in neighboring cities.
- * How to create/preserve wildlife migratory areas.

Floodplains and watersheds

- No building or zoning for development should be allowed in the 100 year flood plain areas.
- Factors in the enabling legislation are quite specific, but we are mostly concerned about instances where data may be incomplete. For instance, the FEMA Floodplain Map for Washington/Multnomah County's Rock Creek shows the floodplain extending upstream only to the county line. We have seen Abbey Creek (an eastward tributary) flood its floodplain repeatedly, a mile east of the county line! Similarly, for a 40- 50-year planning horizon, consideration should be given to the latest credible projections not too conservative, but applying the "Precautionary principle") for sea-level rise, landslide vulnerability, water shortages in summer, etc. The ecological, carrying capacity of the Portland Basin and its watersheds needs to be part of the discussion.
- Watersheds (origin) and water reservoirs should be outside the development zone. The example that comes to mind is Henry Hagg Lake that has already being planned for increased water needs in the future. This could mean raising water levels 40' above current boundaries. Why allow further building here when it may be flooded in the future?
- The decisions need to be fair for those who have the fewest resources and provide access to opportunities and affordable housing. High priority to protect waterways, floodplains and wetlands within urban areas. Preserve existing residential areas character put higher density along transportation corridors and centers.
- Rural Reserves: watersheds with critical habitat such as Gales Creek, Dairy Creek, Upper Tualatin, Wapato NWR, Tualatin NWR
- Re-evaluate floodplain designations, apply limitations on development consistently across region.
- * How to use Goal 5 standards to protect watersheds that will be within the urban reserves areas.

Agricultural considerations

- Excellent farm land (*refers to Chehalem Mountains – Scholls area*)
- Continued updates to the citizens that will be most affected by the encroaching industrialization and commercialization of this Rural Reserve. Explain the negative long range implications if this high quality farmland is urbanized. (*refers to French Prairie area south of Willamette River*)
- The rich valley south of the Willamette River must be preserved for its best use – the production of agricultural products that will support our state and our people into the future. Once the fertile soils are covered with sprawling development, we can't bring back a Missoula Flood to fix it.
- The nursery business is a \$1 billion in total sales for Oregon and the nations. Should be protected.
- Development of the land south of the Willamette River will encourage urbanization onto the highest quality farm land that is so needed for us. The Oregon Department of Agriculture has given this area the every highest agriculture land classification. It makes a huge contribution to our second largest industry in Oregon. Don't even think of paving over this area of commercial expansion.
- The area circled (*on the map referring to the French Prairie area*) is probably the best agricultural land in Oregon. It requires water for crops and livestock as there are several dairies, one egg farm and a wide variety of crops. Water is vital and how would expansion of urbanization impact water use? Love of farmland - study should include how to replace this valuable asset once it is covered with warehouses or housing tracts.

- We should keep farm and timber lands close to the Urban and Metropolitan areas to provide a local source of food and resources. Don't let urban development push farm lands further away from where its need. Fuel and energy concerns and prices are not going to go away! Growth is not sustainable.
- Changing nature of agriculture, especially rapidly escalating transportation costs. Examine rural reserve land with a view to the future. Smaller farms close to urban centers will be more economically viable; provide a place for them to flourish.
- In the future, current farms or forest may be better suited for recreation or wildlife rather than urban land.
- Urban growth allowed now is "the cart before the horse". Oregon, especially the Willamette Valley, is losing great farm land too quickly. Stop or slow growth.
- Be realistic in farm land you save – can it truly be farmed? Is there water? Don't save it just because it is a bucolic landscape to view as you zoom by!
- When looking at possible reserve areas, think about impacts on rural land owners living near the UGB and existing cities, and how decisions affect them.
- Need flexibility in rural reserves to develop small rural lots (divide a 200-acre lot into 1, 2 or 5 acre parcels.)
- Make sure there is an adequate road system for new urban areas
- We need some flexibility within rural reserves to be able to develop small rural lots (ex: be able to divide a 200 acre lot into 1, 2 or 5 acre parcels.)
- *Demand for more locally grown food produced near or even within urban areas: commute distance/time to the new job growth areas on the outer edges of the current UGB.
- * I support strong protection of Oregon agricultural lands. Metro and Washington, Clackamas and Multnomah counties will jointly designate rural and urban reserves. This is an historic opportunity to support family farms and local farmers' markets while promoting efficient urban growth and reducing greenhouse gas emissions. Your decision will shape our region for generations to come. I urge you to protect our farmland and the livability of our communities. *(more than 30 separate copies of this statement were received.)*

Growth projections

- Why do we continue to allow population forecasts to force people who move to Oregon in the future to only go where people are now? Why can't we build in different areas that give a diverse picture of Oregon and spread the positives and negatives of development across the state.
- Rather than passively accepting that growth will happen, when will we start to ask how we can preserve our economic viability without growth and what can we do to limit population growth?
- I am not in favor of the "if you build it they will come" method of expansion.
- Sufficient open land exists north of the Willamette River to accommodate growth needs, both industrial and urban for the foreseeable future.
- Continued joint dialogue of the 3 counties working together – not self interest. Assuring urban growth does not progress south of the Willamette River. Prohibit (discourage) any commercial development on what agricultural land we have left. Re-evaluate areas within cities for re-use – apartments – multilevel homes in all areas. Re-design from old practices.
- Area we suing models from other urban planning processes? Barton McKay wrote about rural reserves a century ago. He described the flood of urbanization and the need for dams.
- This process should recommend hard edges to growth of the UGB.

- Repeal OAR 660-040-0040(e) (anything within one mile of UGB must be 20 acres.)
- A lot of growth will occur in Clark County.
- Maximize efficiency in urban areas; growing up rather than out.
- Concerns about growth, transportation and preserving natural resources; keeping our footprint small.
- Growth along current transportation corridors, managed properly, will result in greater and more efficient use of own natural resources.

Housing and community

- Make sure to include communities of distinction - new downtown areas. Not just more single family houses. Include entertainment (restaurants, condos, bars/music, book stores, cute shops, etc.) I attend Bright Lights and want to make sure we plan for future, not just what we've had in the past.
- Reserve mass density for farm fields that already don't have trees and is already flat lands. Don't allow builder to cram houses in because of wetland/slopes. When the developer buys a piece of property and it can only have three houses because of the slope, then they build the three houses not cram five houses into the same space. Roads need to be widened and improved before any more development happens.
- Need to expand housing area. (*refers to south Cooper Mountain area*)
- Use all of the higher elevations for homes. Quit giving it to the wineries. Since it is not prime farmland - build houses on it and save the "real important" areas
- Consider viability of continuing rural lifestyle in an area by talking with residents/families about how they view their future. Don't just decide based on soil type or past use because situations change.

Economics

- I believe a process such as this should prepare the areas for both good economic times and bad. To that, please consider energy costs for today and the likely costs in the future. Good planning now can help the area achieve a high degree of self-sufficiency in terms of food supply, potable water, and transportation. Assume, if you will, that energy costs will continue to increase exponentially - how much will that cause a loaf of bread or gallon of milk to cost if these items cannot be reasonably produced locally? The next 50 years are likely to be critical as the US develops other energy sources that can perpetuate the agri-business and urban living relationship.
- Area near Urban Growth or considered South Hillsboro - water access not good for this area - some properties have wells, but most is dependent on rain - some areas are lowland or scrub forest - small acreages not profitable for farming. Consider including in Urban Reserves
- Our agriculture economy would be at risk if we allow urban growth to expand south of the Willamette River in the boundary areas of Clackamas and Marion Counties. Our nursery stock economy is very important to Oregon.
- Development south of the Willamette River will detract from existing industry (nursery business), reduce greenspace and lower present livability. Existing agricultural use contributes significantly to our economy, including exports.
- It is essential to maintain farm land for Oregon's future and the welfare of our country as a whole – we must maintain our independence and ability to feed ourselves!
- Examine tax structure to determine whether it ensures rural-designated areas can stay that way without significant negative impact to the owners.

- Prepare areas for good and bad economic times. Consider energy costs today and in the future, and what that means for agri-business, potable water, transportation and food supply self-sufficiency.
- * How to bring socio-economic equity to areas bypassed by rich development.
- * How to utilize sub-regional data so that not all land use, job, housing and transportation allocations are made with only Metro-wide averages.

Other

- What the current owners have as a vision for their property -- ask them.
- Based on questions asked after the presentation, and on discussions heard by the maps, I think it would be valuable for people to get exposure to the general overview of the process which will follow urban/rural reserve designation. What happens - or doesn't happen - to land while is in one or another band of reserve? Concept plans, UGB expansions (or not), governance discussions, annexation (or not) zoning/re-zoning, development. Good background material to help someone appreciate how these very early deliberations will convert to subsequent tangible actions that affect them. maybe just one stand-up easel card would do it
- Make sure that inner-suburban ring areas (e.g., Beaverton, Aloha, Milwaukie, etc) do not suffer as a consequence of future urban expansion and development
- Finally you are looking at rural communities. Do not put everyone in cities in sardine boxes or rural in large farms. There has to be an "in between". We see rural buffers as this in between that needs to be allowed to conform to their neighbors now. Take action on areas to help people who live there now. Let our area have 2 -4-5 acre parcels to better support schools and businesses and growth in towns like Sherwood.
- Traffic issues – noise pollution – increased vehicle emissions – insufficient infrastructure – water quality and possible threats to it.
- Do not treat Tualatin River as a geographic boundary for development – 19th century thinking.
- Climate change, green house gas emissions, diminishing oil/rising price of gas.
- How are historic properties considered when designating rural/urban reserves?
- What percent of lands already brought into UGB have been planned for and how will this information be applied to reserves designations?
- Are we looking at underutilized industrial and other employment lands within the current UGB?
- Urbanization occur in lands suitable to sustainable LIDA development
- * S. of TV Highway, West of 229th, and just N. of Rosedale rd. This was Churchley family and still is in the families, and should be kept OUT of the UGB.
- * The area west and north of Aurora, near the airport should be considered for future industrial uses.
- * The wishes of property owners & their plans for the future.
- * I urge you to protect the rights of private property owners.

Urban and Rural Reserves

Phase 2 Public Comments - Chart Pack Responses

The following comments were recorded at the seven regional open houses by community members and project staff. The comments are grouped into general themes. *Italicized comments are provided by project staff to clarify comment.*)

Process comments:

- What is urban?
- What is rural?
- What is foundation land?
- What is important land?
- Why was 5 miles selected? Why not study the entire county?
- Will my taxes change with reserves designation?
- Property owner rights in process (need clarity as to changes in property rights as result of designation.)
- Have we looked at demographic/future development studies used by high tech interests, Google etc?
- When did Metro start the studies, the background work and why?
- What guarantees rural reserves will really be off-limits?
- What is the interaction between reserves and boundary amendment process? Can rural reserves be adjusted via amendments at all? Are both undesignated urban reserves eligible for existing amendment process?
- Role of Planning Commissions? Public hearing process/ex parte contact?
- Don't expand UGB
- How does this process impact land it is sold to a Native American Tribe? Do they have to abide by the same rules?
- Can one county play the role of spoiler in consensus agreement? Are there protections to guard against it?
- Considering population changes, will you consider those trends as decisions are made?
- What's to determine that these decisions won't be revisited and changed in a few years?
- These decisions are important and will affect people's lives. This time frame is too short to make these decisions.
- What if the 3 counties and Metro don't agree collaboratively?
- Doesn't decision have to go through legislature?
- When did Metro make last UGB decision? When is the next one?
- Everyone is not at the table w/ Metro's Steering Committee – rural/unincorporated is not represented.
- Impact of development on wildlife & wildlife movement. The Stafford area is experiencing increased wildlife due to increase development in neighboring cities.

- Washington County Planning Commission should hold public comment period during the IGA drafting – not at the end. During the IGA drafting is the most appropriate time for all three counties.
- How are historic properties considered when designating rural/urban reserves?
- Will landowners/groups of landowners be able to self-nominate their properties for either category?
- What factors and weighting of factors come into play in the final designation of urban and rural reserves?
- Are we analyzing relationships with Clark County?
- What effect has current lull in building had on Metro's plans?
- Will urban and rural reserves, once designated, be reviewed/revisited periodically?
- What is Metro's vision for protecting wild/natural areas?
- What protections will be provided for creeks, steep slopes and other natural areas?
- How are advisory committee processes and regional Reserves Steering Committee processes coordinated?
- Decisions made by end of August will be critical. Sets stage for whole project.
- What about undesignated lands?
- What about lands outside Metro jurisdictional boundary? Marion, Yamhill counties, Scappoose, Clark County, etc.
- Are we using models from other urban planning processes? Barton MacKay wrote about rural reserves a century ago. He described the flood of urbanization and the need for dams.
- Will urban growth boundary go away when reserves are designated?
- Do county committees consider just their own county?
- Will staff use the DOGAMI Landslide Hazard Data? Buildability.
- How are historical resources taken into account?
- Has region considered lobbying legislature to do away with the five-year UGB review cycle?
- Are we in a reserve if our property is shown on the agriculture map?
- Some land, near 99W by Tualatin, is privately owned but part of Tualatin River Wildlife Refuge. How does this affect reserves designation?

Land use related comments:

- When the UGB shift? When will urban reserves be brought in?
- Clearly define what may happen to lands not designated reserves – i.e. – if land is not designated, could it be subject to UGB expansion outside of this process?
- Address designations as urban, rural or not requiring designations (confusion regarding third alternative – mike.)
- Address confluence of reserves and UGB expansion (unclear how or when reserves will be brought into UGB – mike)
- Re-evaluate floodplain designations, apply limitations on development consistently across region.
- What is Foundation Land?
- Protect Abernathy Creek.

- Look for differential between TAZ population on Metro website (RTP pop forecasts).
- If all the listed rural reserve factors apply to a piece of land, what does that mean?
- Once designated as urban reserve, when would land be urbanized?
- What if a landowner's land is designated as rural reserve but wants to urbanize?
- What will be in place to regulate water use in rural reserves?
- Growth along current transportation corridors, managed properly, will result in greater and more efficient use of own natural resources.
- Acknowledge differing philosophies of urban populace vs rural populace.
- When looking at perspective reserve areas, think about the impacts on rural land owners living near the existing UGB and existing cities and how decisions affect their lives and livelihoods.
- We need some flexibility within rural reserves to be able to develop small rural lots (ex: be able to divide a 200 acre lot into 1, 2 or 5 acre parcels.)
- If there are historic corridors in Clackamas county they should be included in rural reserves (if currently in rural areas.) Or if they exist in urban areas they should be included in urban reserves.
- What percent of lands already brought into UGB have been planned for and how will this information be applied to reserves designations?
- If your land is in rural reserves lands, is your land locked out for a period of time? (from urbanization)
- Not all land will be in either urban or rural reserves.

Transportation related comments:

- How will we manage transportation? That seems like the biggest issue.
- Will business move closer to mass transit?
- Where is Western Bypass going to go?
- How is transportation plan influencing designation of reserves?
- Make sure there is an adequate road system for new urban areas
- CRC – Don't go beyond LRT & Bus, Bike add
- How will I-5/99 decision be coordinated with this process? One alternative takes you outside the UGB.
- Are reserve areas being looked at in conjunction with the 99W/I-5 connector project?

Housing/development comments:

- Consider industrial use of French Prairie/French Glenn area due to depletion/condition of soils are too poor for farm use.
- Why is the county allowing housing in ag areas?
- Keep Langdon Farms as a golf course/ No warehouse/light industrial
- No development south of Willamette River.
- River walk commercial area on Tualatin River west of Bull Mtn area. (Like Portland river walk/front – hotels, condos, restaurants – mixed use). Community of distinction – another lively, fun area to attract young people, provide entertainment near residences.

- Keep Langdon Farms as is – do not let land speculators make huge profits at the entire areas' expense.
- Should include are down to McMinnville and around river, even though in Yamhill Co. (Traffic, etc.)
- At what point in process given to degree of density in both current and new development?
- Are we looking at underutilized industrial and other employment lands within the current UGB?

Agriculture related comments:

- Need to protect farms. With the cost of transportation we need locally grown produce and necessary products.
- What consideration is given to smaller niche farms?
- Consideration (should be given) for ideal wine growing conditions, not just soils but aspect. (I think “aspect” means climate/orientation in this context?)
- Farmers don't want to be locked out from being able to urbanize.
- How do we tell farmers to keep lands in rural designation when are no longer able to farm, their children don't want to? How do we make these decisions?
- Incorporate/save farm plots w/in urban areas for local food supply.
- Be realistic in which farm land you save – can it truly be farmed? Is there water? Don't save it just because it is a bucolic landscape to view as your zoom by!
- Has it been considered that the best vineyards are planted north to south valley walls? This is emerging agri-market that should be included in future ag land.

Outreach related comments:

- Please post presentation (PPT – mike) online.
- Metro web site reference to “urban reserves” only and map, should say “urban and rural.”
- Like building blocks phrasing on web site.
- Citizens are often unaware of the process going on in the background with land use attorneys. Need to make sure citizens are engaged in and aware of the complete process.
- Direct mail is great way to reach citizens letting them know a change in land use is coming.
- Make open house materials such as high quality maps more available online. Pleased to see all of this at the open house but couldn't find it online in advance.
- Can we get the design community involved? How are we communicating with communities around the region, state—Bend, etc.? What is the connection with the Big Look, city master planning?