

A JOINT STATEMENT OF POSITION OF THE STAFFORD AREA TASK FORCE  
REGARDING THE FUTURE LAND USE PATTERN OF  
THE NORTH STAFFORD

I. STATEMENT OF FINDINGS:

1. The area known as the North Stafford Area, consisting of approximately 3000 acres located outside the current Portland Metropolitan Urban Growth Boundary and the Urban Service Boundaries of Lake Oswego, Tualatin, West Linn and north of Interstate 205 is of mutual interest to Clackamas County, Lake Oswego, Tualatin, West Linn and the residents and property owners of the area, and:
2. Representatives of the cities of Lake Oswego, West Linn and Tualatin, Clackamas County, the S Stafford-Tualatin Community Planning Organization, and the Unified Sewerage Agency of Washington County, formed the Stafford Area Task Force on June 11, 1992. West Linn – Wilsonville School District became a member in August, 1993, and:
3. The Stafford Area Task force has met quarterly beginning November 5, 1992 to be informed of and discuss land use and public facility issues pertaining to the North Stafford Area, especially events that might cause the area to be included within the Portland Metropolitan Urban Growth Boundary, and,
4. Past planning and public facilities studies and investigations by the Stafford Area Task Force have shown the provision of public facilities and services, including sanitary sewer, water, transportation, surface water management, public, safety, etc. at urban levels to the North Stafford Area would be difficult and beyond the fiscal capacity of area residents and surrounding jurisdictions, and,
5. Development within the North Stafford Area necessary to make if financially feasible to provide adequate infrastructure pursuant to Statewide Planning Goals would require urban level densities to the extent that negative and irrevocable impacts on surrounding communities would occur, and,
6. Urbanization of the North Stafford Area would result in severe impacts on the regional and local transportation system, including degrading the capacity of Interstate 205, I-5, and Highway 43, and local street and roadway system, and,
7. Urban development of the North Stafford Area would create increased demand for already limited federal, state and local funds necessary to fund street and roadway safety and capacity improvements required to accommodate increased automobile travel in the Portland Metropolitan Area, and,
8. The provision of new urban infrastructure in the North Stafford Area would divert public funds from other areas of more critical need such as improving existing public facilities and services already at capacity, providing water and sewer services to areas already within the UGB, and implementing regional transportation alternatives such as light rail, and.

9. Urbanization of the North Stafford Area would have negative and irrevocable impacts on the air, water, and land resource quality of the area and on surrounding jurisdictions, and
10. Including the North Stafford Area into the Portland Metropolitan Urban Growth Boundary would result in urban sprawl and a decline in livability of the Portland Metropolitan area because of increased traffic congestion and auto dependency: degraded air, water and natural resources quality; diminishment of the area's tranquility, and: high public costs for infrastructure including public schools: and, therefore would be contrary to Statewide Planning Goals and Metro Regional Urban Growth Goals and Objectives, and,
11. The cost of providing services made necessary by including the North Stafford Area into the Portland Metropolitan Urban Growth Boundary would result in increased tax burdens on existing and future residents of the future residents of the area and on surrounding jurisdictions who have clearly objected to increased taxes. Continuation of the existing planned development pattern in the North Stafford Area would more likely resulting in a balance of taxes revenues and require services and continue to lend value as open space to adjacent communities.
12. Including the Stafford Area into the Portland Metropolitan Urban Growth Boundary and the provision of publicly funded facilities and services would continue to enhance private land values at public expense.

## II. CONSLUSIONS

1. The future land use pattern of the North Stafford Area should not be "urban" but should maintain the rural character and open space values of the area. This requires most of the area to remain outside the Portland Metropolitan Urban Growth Boundary: not be designated as a future satellite city as part of the Metro 2040 Plan and not be designated as an Urban Reserve Area.
2. The future land use pattern of the Stafford Area should be consistent with the capacity of the existing transportation system and commensurate funding capacity to accommodate future transportation needs.
3. The future land use pattern should be compatible with areas planned for agricultural uses and allow agricultural activities to continue in these areas.
4. The future land use pattern should be consistent with the capacity and availability of existing public facilities and services, including education, and the provision of these services should not exceed the fiscal capacity of area residents and local governments to provide these services.

5. The future land use pattern of the Stafford Area should be comprehensively planned by Clackamas County, citizen groups and involved area jurisdiction to:
- a. Preserve the air, water and land resource quality of the area, and;
  - b. Provide safe, and efficient transportation consistent with the area's needs and;
  - c. Encourage continued use of planned agricultural lands and ensure future development is compatible with agricultural practices, and;
  - d. Ensure future development is consistent with the capacity of existing public facilities and services, and;
  - e. Preserve the rural character and open space values of the, area and;
  - f. Establish criteria to evaluate and future Urban Growth Boundary expansion.

SIGNATURES:

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City of Lake Oswego

*Judie Hammerstad 12/9/93*

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