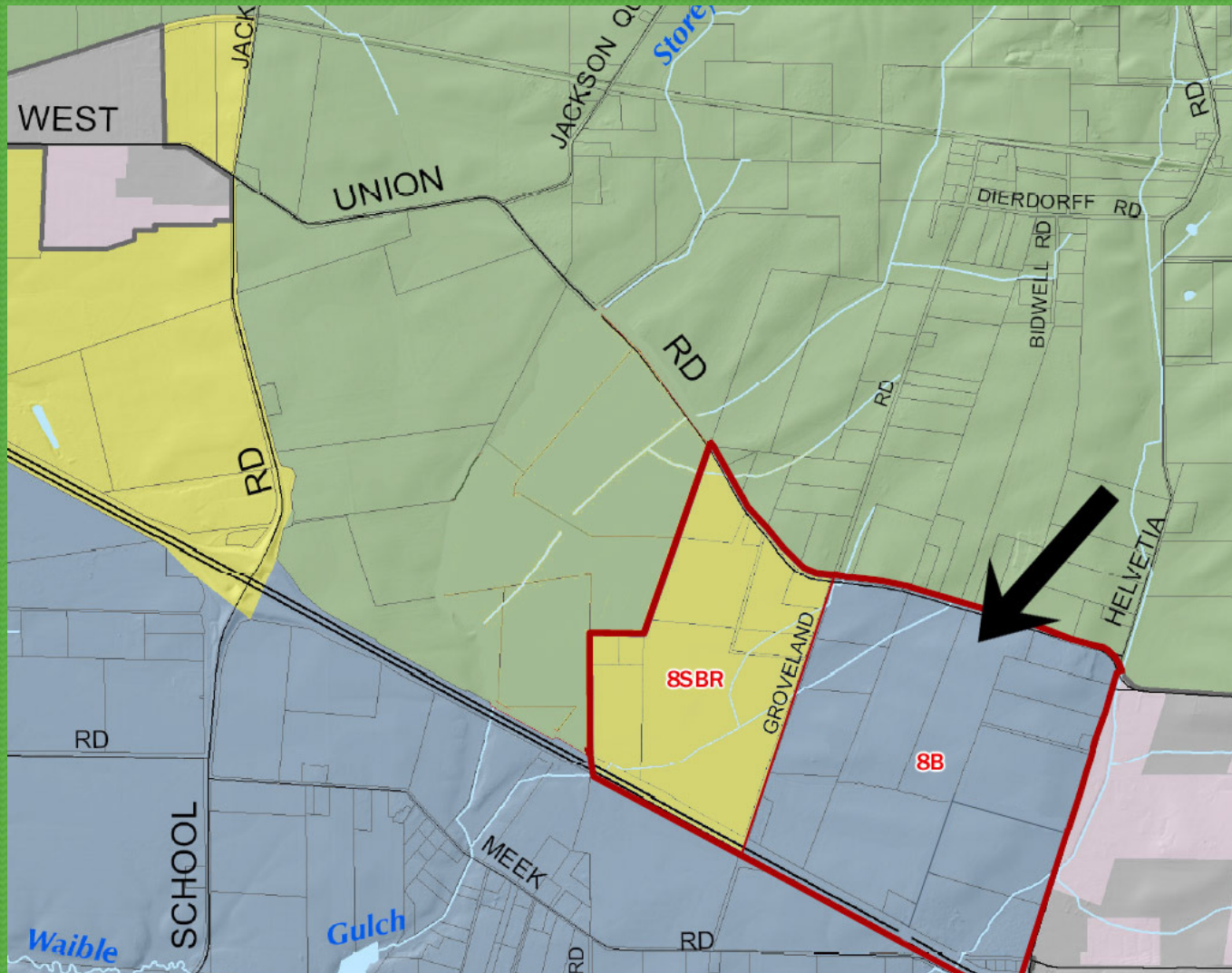
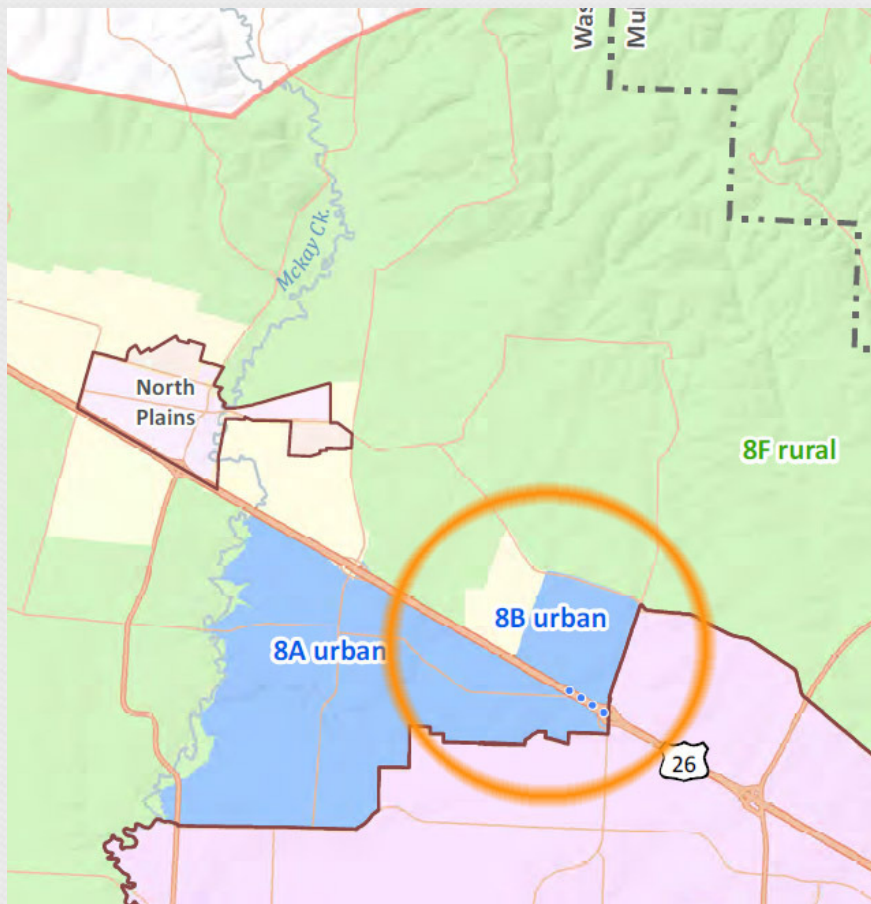


# Helvetia Area 8B Buffers



Save Helvetia • August 18, 2011

# Area 8B: Existing Edges Ignored



- Urban use protrudes into large block of Foundation Agricultural Land
- Does not protect land MOST under threat of urbanization



# Area 8B: State Agencies & Metro COO



US-26 looking west from Helvetia Road overpass

- Understood the importance of hard edges in the region
- Recognized the most important edges & buffers in western Washington County:
  - Permanent, major, visible separators
  - True dividers: freeways & creeks / floodplains

# Area 8B: Nine State Agencies

“The area north of Highway 26 to the west of Helvetia and east of Jackson School Roads should be designated Rural Reserves to form a ‘hard edge’ to the boundary in this important agricultural region.”

Source: Letter to Metro dated October 14<sup>th</sup>, 2009, p.19.





## Area 8B: Metro COO

The Metro COO recommended:



- “The protection of large areas of Foundation Agricultural Land, including land north of Hwy 26 and west of McKay Creek”
- “The identification of edges or boundaries such as McKay Creek and Highway 26 that will provide a long-term hard edge between urban and rural lands.”

Source: Urban Rural Reserves 2009 – 2050/60  
Chief Operating Officer Recommendation  
Sept. 15, 2009, p. 26.

## Area 8B: Clackamas County



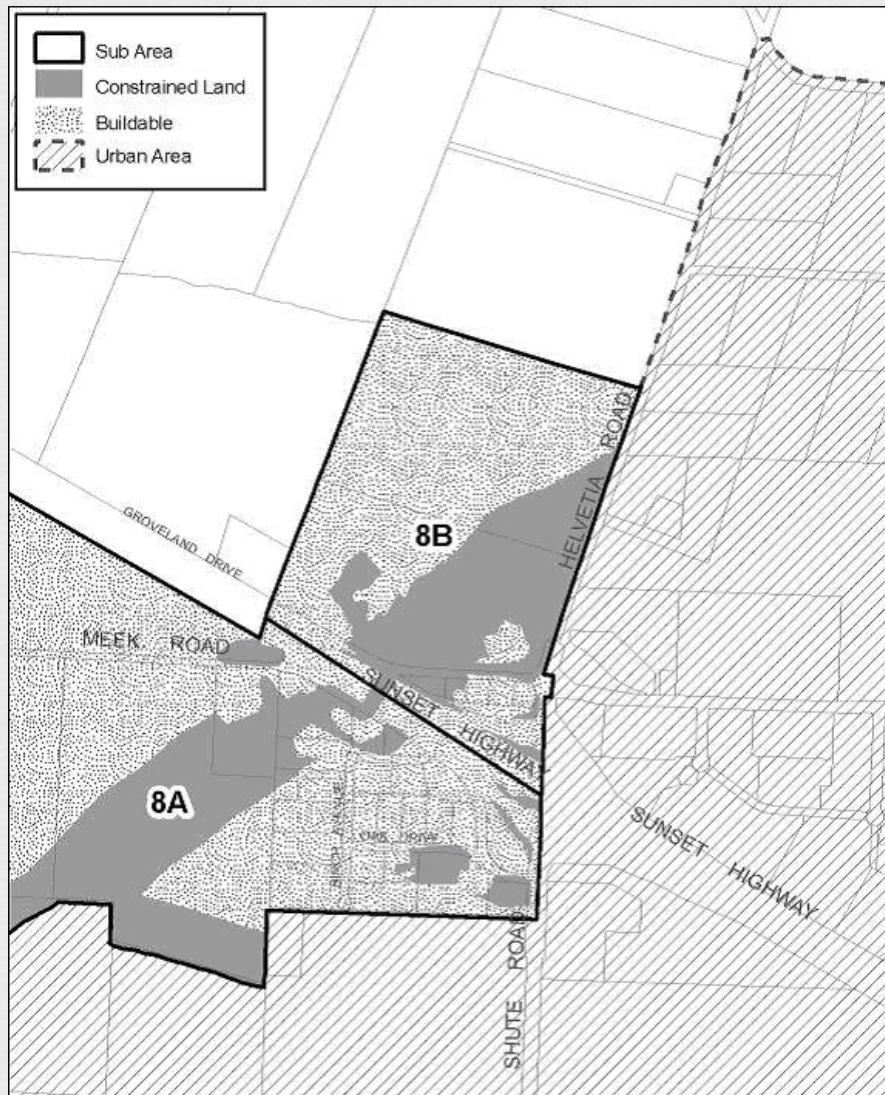
- Recognized the value of US-26 as a hard edge
- Placed Rural Reserves north of US-26
- Kept Urban Reserves south of US-26

“The northern boundary is clearly delineated by Hwy 26.”

– Metro findings referring to Urban Reserve Area 1D/1F



## Area 8B: Waibel Creek



- Metro decision ignores existing buffers
- Waibel Creek and floodplains are on Metro's *Natural Landscape Features Inventory* map
- Natural landscape features are to be used to “limit urban development” and “define the natural boundaries of urbanization” (OAR 660-027-0005(2))

Map source: WaCo Record, page 9294



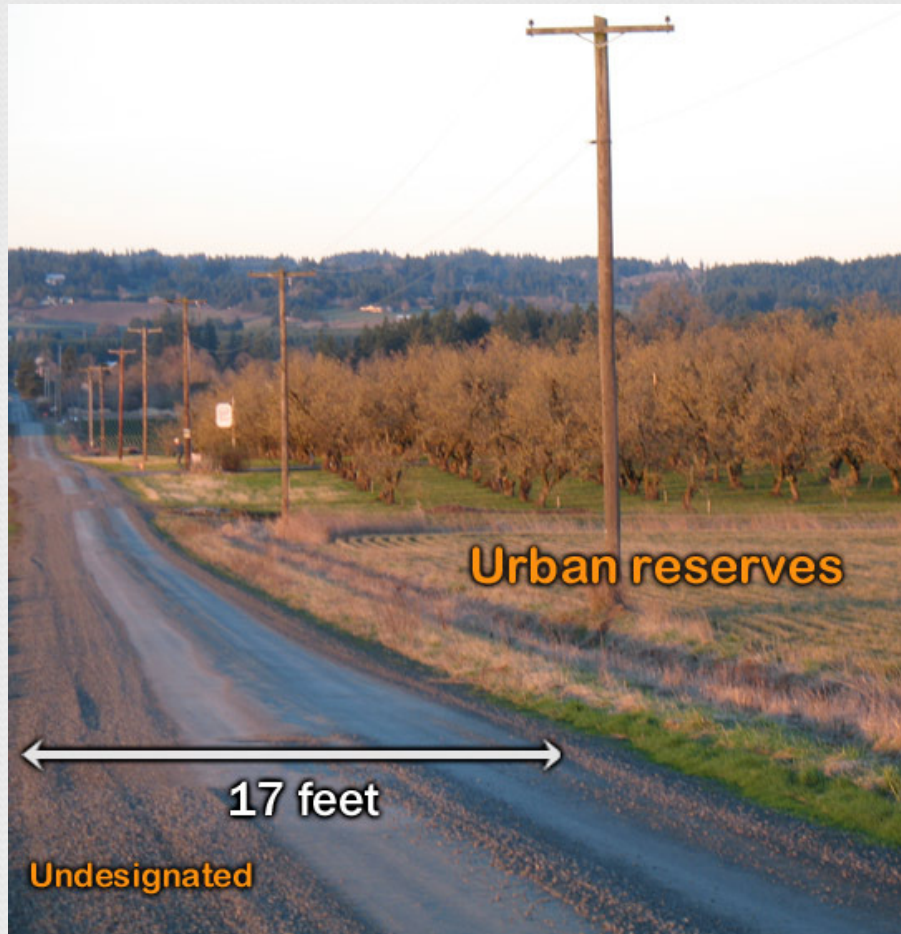
## Area 8B: Waibel Creek Floodplains



- Metro decision ignores Waibel Creek and floodplains as a buffer
- Flood area can be 200 feet wide
- Excellent buffer between Foundation ag lands to the west and urban lands to the east
- Farm Bureau and State Agencies recommend using Waibel Creek as a buffer



# Groveland Road is NOT a buffer!



- Metro decision uses Groveland Road as boundary between urban reserves to the east and undesignated to the west
- Only a 1-lane gravel road, 17 feet wide

# West Union Road is NOT a buffer!

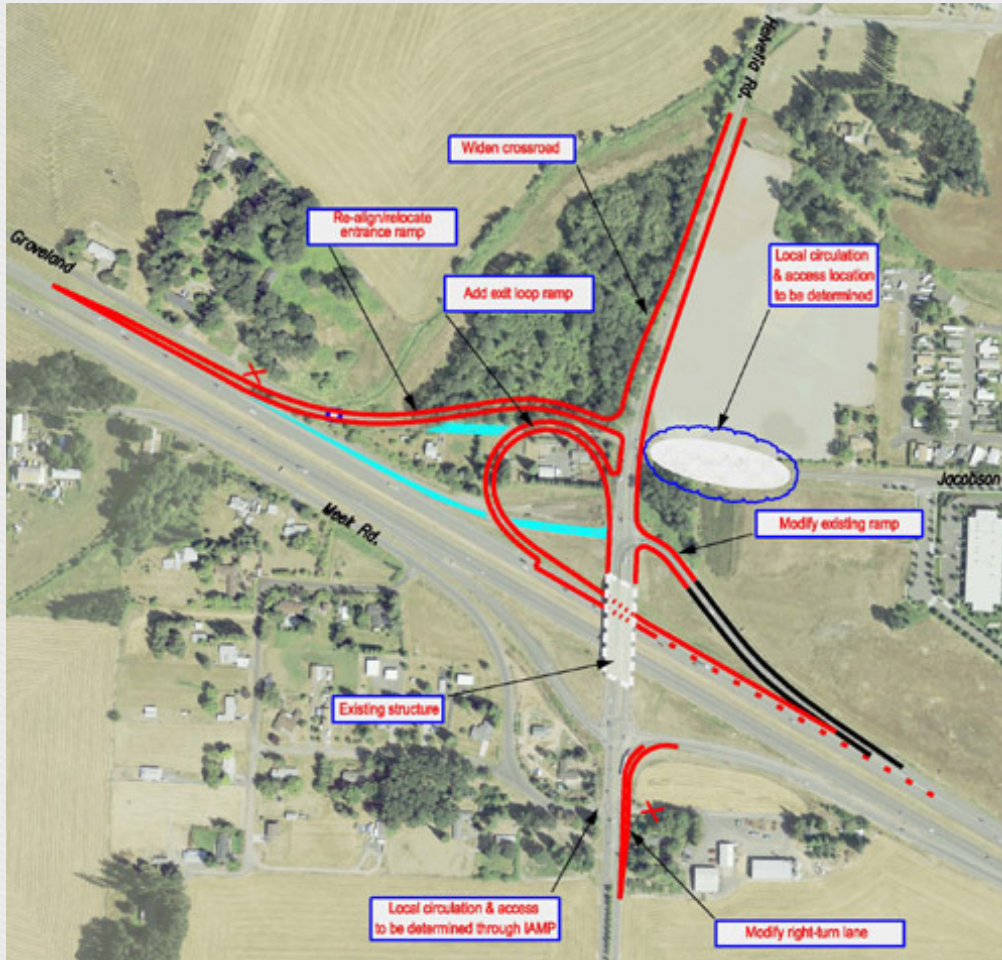


- Metro decision uses West Union Road as boundary between urban reserves to the south and rural reserves to the north
- Only a 21-foot wide rural road

Has not prevented problems for surrounding farms on the east side of Helvetia Road: Noxious weed seeds, disrupted tiling



# Area 8B: Helvetia Rd. Interchange



- In 2009, State agencies recommended 88 acres of Area 8B as UR for interchange improvements
- In 2010, ODOT stated they only need 5.05 acres\*
- Purchasing the right-of-way will cost taxpayers more if land is Urban Reserve

Source: \* Email from ODOT to the Helvetia Community Association, Nov. 16, 2010.

Image: [http://www.oregon.gov/ODOT/HWY/REGION1/US26\\_brookwoodpkwy/BrookwoodPkwyConcept\\_Nov2010.jpg](http://www.oregon.gov/ODOT/HWY/REGION1/US26_brookwoodpkwy/BrookwoodPkwyConcept_Nov2010.jpg)

# Area 8B: UR Not Req'd for Interchange



Department of Transportation  
Region 1 Headquarters  
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FAX (503) 731.8531

March 29, 2011

Washington County Commission Chair Andy Duyck  
155 North First Avenue  
Hillsboro, Or 97124

Metro President Tom Hughes  
600 NE Grand Avenue  
Portland, OR 97232

Subject: Washington County Urban and Rural Reserves, Ordinance 740

The Oregon Department of Transportation has the following comments regarding the latest proposed Urban and Rural Reserves designations in Washington County. Please enter this letter into the record of your proceedings.

ODOT has an interest in the designation of additional acres of Urban Reserves north of US 26, in the vicinity of the Brookwood Parkway /Helvetia Rd interchange. The interchange is a primary entry point to regionally significant high-tech employment centers. We are currently developing a project to reduce congestion and improve safety and freight mobility, to better serve economic development opportunities inside the UGB in this area. ODOT's indented primary function of this interchange is to provide access to the regionally significant industrial area to the south of US 26, and goods movement for the industrial lands inside the UGB on both sides of US 26. If Metro and Washington County choose to designate additional acreage at this location for Urban Reserves, ODOT recommends a stipulation indicating that the capacity needed to protect that function be maintained if the land is brought into the Metro urban growth boundary.

Also, we wish to set the record straight that ODOT does **not** need an urban reserve designation in order to make currently proposed or future improvements at this interchange. The Transportation Planning Rule sections -0065 and -0070 provide for certain transportation improvements to be made on rural lands without and with exceptions to Statewide Planning Goals 3, 4, 11, and 14. In fact, an Urban Reserves designation does not affect any of the applicable requirements for interchange improvements.

ODOT thanks you for this opportunity to comment.

  
Lainie Smith  
Senior Policy Advisor

CC: Jason Tell  
Rian Windsheimer  
Kirsten Pennington  
Andy Johnson  
Lidvian Rahman  
John Williams, Metro  
Jerry Lidz, Interim DLCD  
Jennifer Donnelly, DLCD  
Anne Debaut, DLCD

In 2011, ODOT stated:

“Also, we wish to set the record straight that ODOT does not need an urban reserve designation in order to make currently proposed or future improvements at this interchange.”



# Area 8B: Conclusions



- Protect Helvetia's large block of Foundation Agricultural Land
- Use US-26 as hard edge
- Best: All Area 8B as Rural Reserves
- Alternative: 5.05 acres south of Waibel Creek as Undesignated, remaining Area 8B as Rural Reserves